

#1 - County Government CIP amendments and Capital Budget: this resolution requires 6 affirmative votes.

Resolution No:	<u>17-753</u>
Introduced:	<u>May 23, 2013</u>
Adopted:	<u>May 23, 2013</u>

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

By: County Council

SUBJECT: Approval of Amendments to the Approved FY 2013-2018 Capital Improvements Program, and Approval of and Appropriation for the FY 2014 Capital Budget of the Montgomery County Government

Background

1. Section 302 of the County Charter requires the County Executive to send to the County Council by January 15 in each even-numbered calendar year a 6-year Capital Improvements Program (CIP), which the Executive did on January 17, 2012 for the 6-year period FY 2013-2018. (January 15 fell on a Sunday and January 16 fell on a holiday.) Section 302 requires the affirmative vote of at least 5 Councilmembers to approve or modify the Executive's Recommended CIP. On May 24, 2012, the Council approved a CIP for FY 2013-2018 in Resolution 17-434. After the Council approves a CIP, Section 302 permits the Council to amend it at any time with the affirmative vote of at least 6 Councilmembers.
2. Section 303 of the Charter requires the Executive to send to the Council by January 15 in each year a Recommended Capital Budget, which the Executive did on January 15, 2013 for FY 2014. The Executive also sent several recommended amendments to the Approved CIP for FY 2013-2018.
3. On March 15 and April 25, 2013 the Executive sent to the Council several additional recommended amendments to the Approved CIP for FY 2013-2018 and associated FY 2014 Capital Budget recommendations for County Government projects. Councilmembers proposed CIP amendments and associated capital budget amendments for County Government projects as well.
4. As required by Section 304 of the Charter, the Council held a public hearing on April 9, 10, and, and 11 on the FY 2014 Recommended Capital Budget and on amendments requested to the Approved CIP for FY 2013-2018.

Action

The County Council for Montgomery County, Maryland approves the following resolution for the Montgomery County Government:

1. For FY 2014, the Council approves the Capital Budget and appropriates the amounts by project, which are shown in Part I. The expenditure of funds for each item in the Capital Budget must comply with all restrictions and requirements in the project description form for that item, as the form is contained in the Approved CIP as amended by this resolution, and as the CIP is amended by the Council under Charter Section 302 after this resolution is adopted.
2. The Council reappropriates the appropriations made in prior years for all capital projects:
 - a) except as specifically reflected elsewhere in this resolution;
 - b) in the amounts and for the purposes specified in the approved CIP for FY 2013-2018; and
 - c) to the extent that those appropriations are not expended or encumbered.

3. The County appropriation for Acquisition: Non-Local Parks and Legacy Open Space includes:

P998798 <u>Acquisition Non-Local Parks</u> – County Current Revenue General	\$135,000
P018710 <u>Legacy Open Space</u> – County Current Revenue General	\$250,000
P018710 <u>Legacy Open Space</u> – County G.O. Bonds	\$2,750,000
(\$100,000 of G.O. Bonds appropriation is for Personnel Costs)	

The County will contribute the following amounts for non-local park projects:

County G.O. Bonds	\$5,014,000
County Current Revenue-General	\$2,363,000

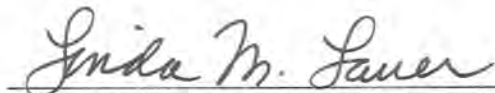
4. The Council approves those projects shown in Part II as amendments to the Approved FY 2013-2018 CIP.
5. The Council approves the close out of the projects in Part III.
6. The Council approves the partial close out of the projects in Part IV.
7. For FY 2014, when the County Government decides that it will apply for a grant or respond to a granting agency on how it would spend a formula-awarded grant, the Chief Administrative Officer or his designee must notify the Council Administrator in writing of the name and purpose of the grant, the amount being requested or the formula-driven award amount, the name of the agency the application is directed to, the term of the grant, and the name of the department or departments that seek to receive the grant award. This requirement applies when any of the following conditions are met:

- the application is for a new grant of more than \$200,000 or formula-driven award of more than \$200,000 for a new program; or,
- the grant or award would require the appropriation of new tax-supported funds in the current or any future fiscal year; or,
- the grant application or proposal to spend formula-driven funds will create a new position in County Government.

Upon request, the Chief Administrative Officer or his designee must send a copy of the grant application or description of the proposed use of a formula-driven award to the Council Administrator within 3 working days after submitting it to the funding agency.

8. In FY 2014 this resolution appropriates \$10 million to the Affordable Housing Acquisition and Preservation project (P760100). In addition, the Council appropriates any loan repayments associated with the Affordable Housing Acquisition and Preservation project that are received in FY2013 to this CIP project to be used for affordable housing. The Council also approves amending the FY2014 expenditure and funding schedule to reflect the additional appropriated loan repayments.
9. If a sign recognizing the contribution of any Federal, State, or local government or agency is displayed at any project for which funds are appropriated in this resolution, as a condition of spending those funds each sign must also expressly recognize the contribution of the County and the County's taxpayers.

This is a correct copy of Council action.

A handwritten signature in cursive script that reads "Linda M. Lauer". The signature is written in dark ink and is positioned above a horizontal line.

Linda M. Lauer, Clerk of the Council

PART I: FY 2014 CAPITAL BUDGET FOR MONTGOMERY COUNTY GOVERNMENT

The appropriation for FY2014 in this Part are made to implement the projects in the Capital Improvements Program for FY 2013 - 2018.

Project Name(Project Number)	FY 14 Appropriation	Cumulative Appropriation	Total Appropriation
Public Safety Training Academy (PSTA) Relocation (P471102)	56,145	5,515	61,660
Montrose Parkway East (P500717)	3,000	14,019	17,019
Chapman Avenue Extended (P500719)	1,270	15,382	16,652
Watkins Mill Road Extended (P500724)	-1	7,673	7,672
Wapakoneta Road Improvements (P501101)	1,308	255	1,563
Goshen Road South (P501107)	10,635	5,120	15,755
Snouffer School Road (P501109)	238	3,228	3,466
White Flint District West: Transportation (P501116)	2,650	3,285	5,935
Snouffer School Road North (Webb Tract) (P501119)	10,425	1,674	12,099
White Flint District East: Transportation (P501204)	4,150	2,200	6,350
Public Facilities Roads (P507310)	100	2,327	2,427
Subdivision Roads Participation (P508000)	1,186	5,062	6,248
Transportation Improvements For Schools (P509036)	200	778	978
Facility Planning-Transportation (P509337)	1,510	43,331	44,841
Ripley Street (P501403)	777	0	777
Maryland/Dawson Extended (P501405)	500	0	500
Brink Road Bridge (M-63) over Goshen Branch (P500503)	-78	2,277	2,199
Elmhurst Parkway Bridge (Bridge No. M-0353) (P501420)	1,965	0	1,965
Bridge Design (P509132)	980	12,708	13,688
Bridge Renovation (P509753)	2,700	2,543	5,243
Bethesda Bikeway and Pedestrian Facilities (P500119)	100	3,420	3,520
MD 355 Sidewalk (Hyattstown) (P501104)	1,300	880	2,180
Metropolitan Branch Trail (P501110)	118	2,818	2,936
Sidewalk Program – Minor Projects (P506747)	2,312	6,005	8,317
Bikeway Program – Minor Projects (P507596)	500	1,203	1,703
ADA Compliance: Transportation (P509325)	1,495	4,624	6,119
Rockville Sidewalk Extensions (P501430)	532	0	532
Pedestrian Safety Program (P500333)	1,665	8,225	9,890
Streetlight Enhancements-CBD/Town Center (P500512)	250	2,180	2,430
Traffic Signal System Modernization (P500704)	3,112	28,785	31,897
Wisteria Drive Streetlighting (P501001)	-280	800	520

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Project Name(Project Number)	FY 14 Appropriation	Cumulative Appropriation	Total Appropriation
Technology Modernization -- MCG (P150701)	11,104	93,400	104,504
Public Safety System Modernization (P340901)	3,866	150,193	154,059
Americans with Disabilities Act (ADA): Compliance (P361107)	4,000	7,000	11,000
MCPS Food Distribution Facility Relocation (P361111)	28,655	6,600	35,255
EOB & Judicial Center Traffic Circle Repair (P361200)	3,922	835	4,757
Energy Systems Modernization (P361302)	10,000	10,000	20,000
Facilities Site Selection: MCG (P500152)	25	294	319
Environmental Compliance: MCG (P500918)	1,345	6,506	7,851
Energy Conservation: MCG (P507834)	150	724	874
Roof Replacement: MCG (P508331)	2,300	5,061	7,361
Asbestos Abatement: MCG (P508728)	100	265	365
Facility Planning: MCG (P508768)	260	8,195	8,455
HVAC/Elec Replacement: MCG (P508941)	1,150	2,676	3,826
Planned Lifecycle Asset Replacement: MCG (P509514)	750	2,171	2,921
Resurfacing Parking Lots: MCG (P509914)	650	5,605	6,255
Elevator Modernization (P509923)	1,000	8,654	9,654
Life Safety Systems: MCG (P509970)	875	4,563	5,438
Integrated Justice Information System (P340200)	345	15,322	15,667
Fibernet (P509651)	4,171	40,979	45,150
Wheaton Redevelopment Program (P150401)	325	9,580	9,905
White Flint Redevelopment Program (P151200)	692	3,943	4,635
Travilah Fire Station (P450504)	143	16,671	16,814
FS Emergency Power System Upgrade (P450700)	600	5,210	5,810
Glenmont FS 18 Replacement (P450900)	1,065	13,242	14,307
Kensington (Aspen Hill) FS 25 Addition (P450903)	-424	1,590	1,166
Resurfacing: Fire Stations (P458429)	300	660	960
Roof Replacement: Fire Stations (P458629)	352	1,401	1,753
HVAC/Elec Replacement: Fire Stns (P458756)	1,150	2,080	3,230
Criminal Justice Complex (P421100)	-1,945	8,535	6,590
Judicial Center Annex (P100300)	1,147	139,511	140,658
Public Safety Headquarters (P470906)	76,340	32,816	109,156

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White Flint Traffic Analysis and Mitigation (P501202)	248	879	1,127
Intersection and Spot Improvements (P507017)	1,150	3,234	4,384
Streetlighting (P507055)	1,112	2,198	3,310
Traffic Signals (P507154)	5,525	11,006	16,531
Guardrail Projects (P508113)	310	540	850
Advanced Transportation Management System (P509399)	1,974	45,657	47,631
Neighborhood Traffic Calming (P509523)	310	874	1,184
Facility Planning Parking: Wheaton PLD (P501312)	45	45	90
Facility Planning Parking: Bethesda PLD (P501313)	90	90	180
Facility Planning Parking: Silver Spring PLD (P501314)	90	90	180
Pkg Sil Spg Fac Renovations (P508250)	2,609	14,222	16,831
Pkg Beth Fac Renovations (P508255)	500	4,494	4,994
Pkg Wheaton Fac Renovations (P509709)	112	223	335
Rapid Transit System (P501318)	125	500	625
MCPS & M-NCPPC Maintenance Facilities Relocation (P361109)	4,447	0	4,447
Montgomery Mall Transit Center (P500714)	1,292	50	1,342
Ride On Bus Fleet (P500821)	10,928	81,932	92,860
Bus Stop Improvements (P507658)	652	5,536	6,188
Resurfacing: Residential/Rural Roads (P500511)	1,588	49,297	50,885
Street Tree Preservation (P500700)	3,500	9,400	12,900
Resurfacing Park Roads and Bridge Improvements (P500720)	600	3,960	4,560
Residential and Rural Road Rehabilitation (P500914)	9,700	18,997	28,697
Permanent Patching: Residential/Rural Roads (P501106)	2,000	12,500	14,500
Sidewalk & Infrastructure Revitalization (P508182)	6,800	15,262	22,062
Resurfacing: Primary/Arterial (P508527)	7,500	18,436	25,936
Brookville Service Park (P509928)	-1,000	17,913	16,913
Dennis Avenue Health Center (P641106)	23,513	2,742	26,255
Children's Resource Center (P641300)	468	1,268	1,736
Progress Place Relocation and Personal Living Quarters (P601401)	143	0	143
North Potomac Community Recreation Center (P720102)	785	35,147	35,932

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Project Name(Project Number)	FY 14 Appropriation	Cumulative Appropriation	Total Appropriation
Cost Sharing: MCG (P720601)	565	16,244	16,809
Ross Boddy Neighborhood Recreation Center (P720919)	13,702	2,058	15,760
Public Arts Trust (P729658)	129	244	373
Ken Gar Community Center Renovation (P721401)	200	0	200
Gaithersburg Middle School Pool (P721402)	300	0	300
Silver Spring Library (P710302)	150	68,979	69,129
DPL Network and Telephone Infrastructure (P711401)	462	0	462
Facility Planning: Storm Drains (P508180)	250	4,454	4,704
Outfall Repairs (P509948)	426	4,931	5,357
Storm Drain Culvert Replacement (P501470)	1,500	0	1,500
SM Facility Major Structural Repair (P800700)	1,450	7,480	8,930
SM Retrofit - Government Facilities (P800900)	1,900	10,682	12,582
SM Retrofit - Roads (P801300)	7,410	20,515	27,925
SM Retrofit - Schools (P801301)	1,010	1,270	2,280
Misc Stream Valley Improvements (P807359)	2,070	8,909	10,979
SM Retrofit: Countywide (P808726)	19,700	24,350	44,050
Facility Planning: SM (P809319)	1,150	9,712	10,862
Watershed Restoration - Interagency (P809342)	310	5,728	6,038
Ag Land Pres Easements (P788911)	1,060	15,998	17,058
Burtonsville Community Revitalization (P760900)	763	3,277	4,040
CDBG Capital Appropriation (P767820)	1,145	0	1,145
Facility Planning: HCD (P769375)	125	3,295	3,420
Affordable Housing Acquisition and Preservation (P760100)	10,000	102,201	112,201
Total -- Montgomery County Government	418,070	1,457,418	1,875,488

*In addition to the appropriation shown for this project, any actual revolving loan repayments received from the prior year are appropriated.

Facility Planning: MCG (P508768)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency General Services (AAGE29)
 Planning Area Countywide

Date Last Modified 12/28/12
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,061	7,236	330	1,495	195	260	260	260	260	260	0
Land	87	87	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	7	0	0	0	0	0	0	0	0	0
Construction	132	132	0	0	0	0	0	0	0	0	0
Other	208	208	0	0	0	0	0	0	0	0	0
Total	9,495	7,670	330	1,495	195	260	260	260	260	260	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	8,850	7,025	330	1,495	195	260	260	260	260	260	0
G.O. Bonds	625	625	0	0	0	0	0	0	0	0	0
Solid Waste Disposal Fund	20	20	0	0	0	0	0	0	0	0	0
Total	9,495	7,670	330	1,495	195	260	260	260	260	260	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	260
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		8,195
Expenditure / Encumbrances		7,750
Unencumbered Balance		445

Date First Appropriation	FY 87
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	9,495
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for general government facility planning studies for a variety of projects under consideration in the CIP. In addition, facility planning serves as a transition stage for a project between the master plan or conceptual stage and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, Montgomery County develops a Program of Requirements (POR) that outlines the general and specific features required on the project. Selected projects range in type including: new buildings, renovation of existing buildings, stormwater management, and recycling centers. Facility planning is a decision making process that includes the determination of the purpose of, and need for, a candidate project, a rigorous investigation of non-County sources of funding, and, in some cases, an estimate of the cost of the design and an estimated range of the cost of construction of the project. Facility planning represents planning and preliminary design and develops a POR in advance of full programming of a project in the CIP. Depending upon the results of a facility planning determination of purpose and need, a project may or may not proceed to design and construction. For a full description of the facility planning process, see the CIP Planning Section.

Cost Change

Increase due to the addition of FY17 & FY18 to this ongoing project offset by reductions in project scope due to the anticipation of a reduced need to plan new facilities given the backlog of planned projects awaiting construction funding due to fiscal constraints.

Justification

Facility planning costs for projects which ultimately become stand-alone projects are included here. These costs will not be reflected in the resulting individual project.

Other

The study proposals under this program are developed in conjunction with program departments, the Department of General Services, the Office of Management and Budget (OMB), and consultants to ensure accurate program requirements. Planning studies underway or to be completed in FY13 or FY14 are listed on the next page. This list includes projects that will potentially be considered for inclusion as stand alone projects in the FY15-20 CIP. Other projects not listed may be planned under urgent situations.

Fiscal Note

\$400,000 for facility planning for a new PSTA to be located at the Webb Tract, as part of the County's Smart Growth Initiative, has been transferred from the PSTA Academic Building Complex, Project No. 479909, to this project.

Disclosures

Expenditures will continue indefinitely.

Coordination

Department of Environmental Protection, Department of General Services, Department of Correction and Rehabilitation, Department of Fire and Rescue Services, Department of Police, Department of Health and Human Services, Department of Recreation, Department of Public Libraries, Circuit Court, Office of Management and Budget, Commission on People with Disabilities, Montgomery County Pedestrian Safety Advisory Committee

Facility Planning: MCG No. 508768

Planning Studies underway or candidate projects to be completed during FY13 and FY14

Candidate Projects for FY13 and FY14

White Flint Fire Station
Laytonsville Fire Station
Clarksburg and Damascus Community Recreation and Aquatic Center
West County Outdoor Pool Renovations
Special Operations and Traffic Division Equipment and Vehicle Storage
Supply and Evidence Facility
Third District Police Station Reuse
Multi-User Central Warehouse
Seven Locks Signal Shop (Building C)
Clarksburg Library
Silver Spring Library Reuse
Poolesville Depot Improvements
Wheaton Health and Human Services Facility

Studies Underway

Progress Place Relocation
1301A Piccard Drive
Avery Road Treatment Center

Wheaton Redevelopment Program (P150401)

Category General Government
 Sub Category Economic Development
 Administering Agency County Executive (AAGE03)
 Planning Area Kensington-Wheaton

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	13,216	3,745	270	9,201	640	1,300	3,344	1,300	1,300	1,317	0
Land	1,010	1,010	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	4,509	1,309	0	3,200	0	0	0	3,200	0	0	0
Construction	53,183	409	249	52,525	0	0	0	2,000	24,000	26,525	0
Other	1,420	130	-56	1,346	0	0	0	0	0	1,346	0
Total	73,338	6,603	463	66,272	640	1,300	3,344	6,500	25,300	29,188	0

FUNDING SCHEDULE (\$000s)											
Contributions	862	0	0	862	0	0	0	862	0	0	0
Current Revenue: General	1,300	0	0	1,300	640	335	325	0	0	0	0
Federal Aid	418	417	1	0	0	0	0	0	0	0	0
G.O. Bonds	64,572	0	462	64,110	0	965	3,019	5,638	25,300	29,188	0
PAYGO	5,686	5,686	0	0	0	0	0	0	0	0	0
State Aid	500	500	0	0	0	0	0	0	0	0	0
Total	73,338	6,603	463	66,272	640	1,300	3,344	6,500	25,300	29,188	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	325
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,580
Expenditure / Encumbrances		6,821
Unencumbered Balance		2,759

Date First Appropriation	FY 04
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	73,266

Description

This revised PDF will allow for the solicitation of proposals for public and private development on Lot 13, the site of the existing Wheaton Regional Services Center, and Lot 34. The revised project provides for the planning, design, and for construction of a town square at Parking Lot 13.

Proposals must include private residential and/or commercial development, a new headquarters (up to 132,000 square feet) for M-NCPPC that reflects its status as an independent agency, offices for the Wheaton Regional Services Center (up to 10,000 square feet), a town square (that is at least one-third the size of Lot 13) and to provide parking in accordance with the Parking Lot District standards. In addition, proposers will be asked to provide an option for additional development to include County Government Departments (DPS and DEP) and financing options that could minimize the upfront CIP costs. M-NCPPC will own the office building. The County may consider alternative financing and ownership options for its portion of the development.

If the County is unable to select a developer for this project by December 1, 2013 the Council intends to introduce a CIP amendment to allow M-NCPPC to build its own headquarters in Wheaton. Following selection of a developer, M-NCPPC will enter into negotiations with Montgomery County which will ultimately result in transfer of control of 8787 Georgia Avenue to the County upon delivery.

This revised PDF includes \$650,000 for the County's facility planning and for consulting services to provide 1) a comprehensive parking study to identify potential redevelopment disruptions to parking supply and demand, the related impact to existing businesses, and potential solutions or mitigation, and 2) planning studies that review potential models and approaches to creating local jobs and job training opportunities prior to or during redevelopment, including relevant case examples in Montgomery County as well as innovative models from other local and national jurisdictions. Additionally, the revised PDF removes funding for the evaluation of the financial feasibility for the WMATA bus bay site proposed in the existing PDF, and replaces that study with a business assessment study to determine the number of businesses and the magnitude of this impact. The business assessment study is required by Council Bill 6-12 for the establishment of service provisions and technical assistance to those small businesses adversely impacted by a County redevelopment project. Any future study of the feasibility of developing the WMATA bus bay will be coordinated with WMATA as it develops plans to redevelop its Wheaton properties.

Estimated Schedule

The Executive has indicated his intent to issue an RFP by June 1 and select a developer by November 1. Planning and engineering will commence in FY14. Construction of the private sector development is anticipated to begin in FY16 with the County's construction of the town square planned to follow with a FY18 start. The façade and streetscape improvement program, that was suspended when this Wheaton Redevelopment Project was approved, will be reassessed after completion of the town square.

Cost Change

Wheaton Redevelopment Program (P150401)

Unknown factors that may also affect the final project cost and schedule include: the ultimate scale and integration of the public-private partnership, the coordinated concept design for the town square among all stakeholders, the utilization of existing parking facilities in Wheaton CBD, and the successful land transfer of 8787 Georgia Avenue between M-NCPPC and the County Government. Funding schedule and sources may change subject to public-private agreements.

Justification

The Wheaton Redevelopment Program was established in 2000 with the goal of encouraging private reinvestment through targeted, complementary public investment. The complementary public investment that Wheaton most needs is investment in creating a centrally located public space and a daytime population that together will contribute to an 18-hour economy in downtown Wheaton. It is expected that this public investment will leverage private investment, some of which is already occurring in Wheaton.

Plans & Studies: Wheaton CBD and Vicinity Sector Plan (2011), State of Maryland designation as a Smart Growth and TOD site (2010), Urban Land Institute Technical Assistance Panel (2009), The International Downtown Association Advisory report (2008); Wheaton's Public Safety Audit (2004); The Wheaton Redevelopment Advisory Committee visioning process for the Wheaton core; National Mainstreet Center Planning Study (2000); WRAC activities since established in 2000.

Fiscal Note

- \$418,000 federal grant, funded through the SAFETEA-LU transportation act, was received in FY09.
- A developer contribution of \$861,940 from M-NCPPC Public Use Space and Amenity Fund. November 5, 2010 Planning Board Resolution, 10-149, Site Plan 820110010.
- Total project cost includes \$8,930,000 for Streetscape and Façade work funded through FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

WMATA, Office of the County Attorney, M-NCPPC, Westfield Mall, Community Associations and Residents, Department of General Services, Department of Transportation, Private developers, Department of Housing and Community Affairs, Mid-County Regional Services Center, State of Maryland,

Fibernet (P509651)

Category General Government
 Sub Category Technology Services
 Administering Agency Technology Services (AAGE05)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	3,046	2,220	200	626	606	20	0	0	0	0	0
Land	4	4	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	13,041	12,441	0	600	250	175	175	0	0	0	0
Construction	18,103	1,653	1,456	14,994	875	3,877	3,967	2,175	2,175	1,925	0
Other	24,773	21,173	0	3,600	100	100	100	1,600	1,600	100	0
Total	58,967	37,491	1,656	19,820	1,831	4,172	4,242	3,775	3,775	2,025	0

FUNDING SCHEDULE (\$000s)

Cable TV	47,131	26,879	1,182	19,070	1,831	3,916	3,748	3,775	3,775	2,025	0
Contributions	86	86	0	0	0	0	0	0	0	0	0
Current Revenue: General	750	0	0	750	0	256	494	0	0	0	0
G.O. Bonds	8,900	8,426	474	0	0	0	0	0	0	0	0
PAYGO	2,100	2,100	0	0	0	0	0	0	0	0	0
Total	58,967	37,491	1,656	19,820	1,831	4,172	4,242	3,775	3,775	2,025	0

OPERATING BUDGET IMPACT (\$000s)

Maintenance				1,459	1,097	153	101	13	37	58	
Net Impact				1,459	1,097	153	101	13	37	58	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	4,171
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		40,979
Expenditure / Encumbrances		37,581
Unencumbered Balance		3,398

Date First Appropriation	FY 96
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	55,473

Description

This project provides for the planning, design, and installation of a County wide fiber optic cable-based communication network with the capacity to support voice, data, and video transmissions among Montgomery County Government (MCG), Montgomery County Public Schools (MCPS), Montgomery College (MC), Maryland National Capital Park and Planning Commission (M-NCPPC), Housing Opportunities Commission (HOC) and Washington Suburban Sanitary Commission (WSSC) facilities. FiberNet is also the communications backbone for the Public Safety Radio and Public Safety Mobile Data Systems (collectively, Public Safety Communications System PSCS), and future technology implementations. Fibernet has an estimated useful life of at least 20 years. Upgrades and replacements to electronic components in the core and at user sites will be required periodically throughout the service life.

Estimated Schedule

At the end of FY12, FiberNet reached 341 locations. Based on the current funding schedule, FiberNet will reach 450 locations by the end of FY13; 469 locations by the end of FY14; 483 locations by the end of FY15; 497 locations by the end of FY16; and 510 locations by the end of FY17.

Cost Change

Cost increase will leverage FiberNet to provide the College with a robust, reliable and cost-effective high-speed College Communication Network by FY15. As part of this partnership, \$750,000 will be shifted from the Information Technology: College project into the FiberNet project. Funding has also been added to expand capacity and reliability for the FiberNet network through completion of hub site improvements and to support wire relocations needed to maintain compliance with utility pole safety standards.

Justification

Fibernet (P509651)

FiberNet is a critical infrastructure asset serving every agency in Montgomery County. As of June 30, 2012, 341 user sites are on-net and receiving critical services from FiberNet. In FY07, the Department of Technology Services (DTS) completed the re-engineering of FiberNet (now referred to as FiberNet II) to directly support Ethernet connections. This provides a core network that is technologically more robust and less expensive to operate on a per-site basis. The Interagency Technology Policy Coordination Committee (ITPCC) focus during the first two years of this CIP will be constructing the ARRA Grant-funded sites, and completing hubsite upgrades and inter-jurisdictional connections to enable cost-effective future technology partnerships. MCG, MCPS, MC, M-NCPPC, HOC and WSSC require substantially increased communication services and bandwidth among their facilities. As locations are connected to FiberNet, the County will be able to provide communications services to those facilities more cost-effectively by using FiberNet than by using leased telecommunications services. Studies include: FiberNet Master Plan; RAM Comm. Mar 1995; FiberNet Eval. Rpt., TRW, Sept 1997; FiberNet Proj. Cost Est., ARINC, Apr 1998; FiberNet Proj. Cost-Benefit Analysis, ARINC, Oct 1998; FiberNet Strategic Plan, PrimeNet, June 2002; FiberNet Strategic Direction, Interagency Telecommunications Advisory Group (ITAG), Nov 2003; and the FiberNet service level agreement, Jan 2005.

Other

DTS is responsible for project management, network operations, and maintenance of electronics, while the Department of Transportation (DOT) is responsible for installation and maintenance of the fiber optic cable. Comcast, at DTS's direction, also provides dark fiber used to connect some locations to FiberNet. Sites installed to date include MCG departments/offices, public safety sites, Montgomery College campuses, MCPS elementary, middle, and high schools plus several administrative facilities, M-NCPPC sites, HOC sites and WSSC sites including the headquarters building in Prince Georges County. The municipalities of Takoma Park, Gaithersburg and Rockville are on FiberNet as well as several cultural centers including the American Film Institute (AFI), the Fillmore, Strathmore, Bethesda Performing Arts, the Convention Center, Olney Theatre, and Black Rock. Currently FiberNet is focused on building out the approved ARRA Grant-funded sites, which includes the majority of MCPS elementary schools, and 21 HOC properties. Funding for these projects are included in the FY13-FY18 CIP. In June 2012, the ITPCC approved a Policy Guideline for Special Allocation of FiberNet Resources. This proposed policy governs special fiber resource allocation decisions for FiberNet for all participating ITPCC agencies. ITPCC will be requested to approve a special allocation request by Montgomery College for creation of a College Fiber Network that would permit MC communications traffic to be routed separate from other FiberNet traffic over equipment operated by the College. In December 2012, the County and MC entered into a separate Memorandum of Understanding (MOU) to address the use and expansion of FiberNet by the College. Agency FiberNet MOUs and Service Level Agreements (SLAs) will be updated and revised to reflect the ongoing FiberNet operating network.

Fiscal Note

The ARRA Grant represents a tremendous cost savings to Montgomery County. The County will receive the benefit of over \$11.1 million dollars in construction for a matching contribution of \$2.6 million. The matching contribution is funded as part of the FY12 and FY13 FiberNet CIP. FiberNet maintenance is supported by a grant from the franchise agreement with Comcast, one of the County's cable service provider. The original grant amount of \$1.2 million/yr is increased by the CPI each year. In the renewed Comcast franchise, the County expects to receive operating support and franchise fee revenues which can be used to support FiberNet maintenance and operations. Capital support received from the Verizon and RCN franchises can be used to support construction of FiberNet through the FiberNet CIP. Current Revenue: General funding will be shifted from the Information Technology: College (P856509) project to complete FiberNet expansion to College sites in accordance with the terms of the MOU.

Coordination

Department of Technology Services, Department of Transportation, Advanced Transportation Management System Project, Montgomery County Public Schools, M-NCPPC, Montgomery College, HOC, WSSC, Comcast, Public Safety Radio System, Information Technology Policy Coordination Committee (ITPCC), ITPCC CIO Subcommittee, Interagency Technology Advisory Group (ITAG), CIO Howard County, Inter-County Broadband Network Program Office

Technology Modernization -- MCG (P150701)

Category General Government
 Sub Category County Offices and Other Improvements
 Administering Agency County Executive (AAGE03)
 Planning Area Countywide

Date Last Modified 5/2/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	113,565	74,625	5,031	33,909	13,688	11,104	8,667	450	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	56	0	56	0	0	0	0	0	0	0	0
Total	113,621	74,625	5,087	33,909	13,688	11,104	8,667	450	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	62,517	39,737	1,852	20,928	8,955	5,338	6,635	0	0	0	0
Federal Aid	1,059	0	0	1,059	352	389	264	54	0	0	0
Land Sale	2,634	2,634	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	2,623	0	0	2,623	0	2,623	0	0	0	0	0
Short-Term Financing	44,788	32,254	3,235	9,299	4,381	2,754	1,768	396	0	0	0
Total	113,621	74,625	5,087	33,909	13,688	11,104	8,667	450	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				33,786	225	2,015	3,037	9,503	9,503	9,503	
Productivity Improvements				-3,782	-33	-33	-929	-929	-929	-929	
Net Impact				30,004	192	1,982	2,108	8,574	8,574	8,574	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	11,104
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		93,400
Expenditure / Encumbrances		81,983
Unencumbered Balance		11,417

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 13 113,621
Last FY's Cost Estimate	113,621

Description

This project provides for the replacement, upgrade, and implementation of IT initiatives that will ensure ongoing viability of key processes, replace outdated and vulnerable systems, and produce a high return in terms of customer service and accountability to our residents. Major new IT systems that have been completed through this project include the Enterprise Resource Planning (ERP) Financial and Human Resources modules, foundation phase of the 311/Constituent Relationship Management (CRM), Electronic Time reporting (MCTime), and related Business Process Review (BPR). Planning activities for the Department of Health and Human Services (HHS) technology modernization of key systems and processes are underway. The Budgeting module of the ERP system (Hyperion) and additional selfservice functionality is currently underway and the workforce component of the Hyperion System has been completed. The ERP project was implemented to modernize Core Business Systems to improve the efficiency, effectiveness, and responsiveness of the County Government. The ERP project provided needed upgrades to the County's financial, procurement, human resource, payroll, and budgeting systems and streamlined existing business processes. Additional BPR is needed to continue the alignment of County business processes with the new system and related enterprise impacts and to maximize the return on the County's IT investment. The 311/CRM system combines advanced telephony, internet, and computer technology with constituent-focused business processes. Residents are now able to call one number to access County government services. The 311/CRM system includes built-in tracking and accountability features to assure that every call receives a timely response. In addition, the 311/CRM system produces information on County efficiency and effectiveness in responding to requests for information and service requests. This information is used by the Chief Administrative Officer, CountyStat, and operating departments to track and improve performance and customer service. Completion of Phase I of the current MC311 (CRM) included developing an automated service request processing system for the County's Department of Transportation including converting the systems currently used for leaf pick-up, snow removal, tree issues, and street light outages. Phase II of the project will include modernization of the County's Tax Assessment Billing System. This system is used to annually calculate and bill County residents for County and municipal property taxes, solid waste fees, water quality fees, WSSC fees, and other fees, taxes, and related credits. The HHS technology modernization involves the product identification and modification and implementation of an enterprise Health and Human Services system that includes the following components: intake and eligibility; common client index; document imaging and electronic records; case management and billing capabilities for HHS; a portal for legacy and enterprise systems; and a data warehouse.

Justification

Technology Modernization -- MCG (P150701)

According to a 2004 ranking of major existing technology systems based on their current health and relative need for upgrade or replacement, the County's then current core business systems (ADPICS, FAMIS, BPREP, and HRMS) were ranked as Priority #1, which means obsolete or vulnerable critical system in immediate risk of failure. These at-risk systems were replaced with a state of the art ERP system which provides a common database supporting financials, procurement, budget, and HR/payroll, and includes system-wide features for security, workflow, and reporting, and up-to-date technology architecture. Montgomery County seeks to set a national standard for accountability and responsiveness in governance and the delivery of services to its residents and businesses. Tax Assessment Billing System: The current system is over 30 years old, is only internally supported, and is used for the collection of over \$2 billion in revenues annually. Health and Human Services: This technology modernization effort will ensure ongoing viability of key processes, replace outdated and vulnerable systems, create staff operating efficiencies and produce a high return in terms of customer service and accountability to our residents. Related plans and studies include the Information Technology Interagency Funding and Budgeting Committee's report of September 30, 2003, and the Montgomery County Government FY06 IT Budget Overview prepared by Department of Technology Services.

Other

The Technology Modernization - MCG project is intended to serve as an ongoing resource for future IT modernization and related process engineering to the County Government's business systems beyond the currently defined project scope. Future projects may include the following: CRM - Citizen Relationship Management Phase II: This initiative will extend the service to municipalities in the County and other County agencies (e.g. Board of Education, M-NCPPC, Montgomery College). This initiative will proceed based upon interest from these organizations and agreement on funding. Objectives include creation of a Citizen Relationship Management (CRM) program to develop or convert automated capabilities for all appropriate County services including: Case Management Events, Management Field Services, Grants Management, Help Desk Solutions, Point of Sales, Resident Issue Tracking System, Work Order Processing System, ERP - Enterprise Resource Planning, Business Intelligence/Data Warehouse Development, Loan Management, Property Tax Billing and Collection, Public Access to Contractor Payments, Upgrade to Oracle E-Business/Kronos/Siebel, and Enhancements to comply with evolving Payment Card Industry (PCI) mandates.

Fiscal Note

Project funding includes short-term financing for integrator services and software costs. The Operating Budget Impact (OBI) estimates providing the above included the costs associated with supporting the Technology Modernization project after implementation, including staff returning to their home departments from the project office to provide on-going support, knowledge transfer, and to serve as "super users", as well as staff and contractors necessary to support the system, maintenance agreements with software vendors, and costs associated with the Sustaining Organization through FY16-18. The establishment of a sustaining organization is needed post-implementation to resolve problems, facilitate communication across business processes because of the system integration, produce reports, and re-engineer business processes. The Government Finance Officers Association (GFOA) and Gartner (a premier IT consulting organization) both recommend that organizations implementing an ERP also establish an enterprise business support structure (often called a sustaining organization or Enterprise Service Center) after project implementation to maintain, enhance, and focus on: business strategy, functional / technical expertise, software integration, technology, project management and continuous process improvement. Investing in a sustaining organization is key to fully exploiting the capabilities of the new ERP system. Productivity Improvements achieved through this project include absorbing staffing reductions in the Information Technology, Fiscal, Budget, Administration, Clerical, Human Resource, and Financial Occupational classifications (FY08-12); termination of maintenance agreements for legacy systems; termination of the keypunching contract for the manual timesheet process; and other related savings. Total estimated savings related to this project through FY12 are estimated at over \$36 million including the reduction of over 320 full time equivalent positions in the County Government. For FY14, funding schedule reflects a \$2,623,000 increase in Recordation Tax Premium and an offsetting decrease in General Fund Current Revenues.

Coordination

MCG efforts are coordinated with applicable agencies during the project planning, requirements gathering, and requests for proposal (RFP) phases: Offices of the County Executive, Office of the County Council, Department of Finance, Department of Technology Services, Office of Procurement, Office of Human Resources, Office of Management and Budget, Department of Health and Human Services, all MCG Departments and Offices, Maryland Department of Human Resources, Maryland Department of Health and Mental Hygiene

2nd District Police Station (P471200)

Category Public Safety
 Sub Category Police
 Administering Agency General Services (AAGE29)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 1/7/13
 Required Adequate Public Facility Yes
 Relocation Impact None
 Status Planning Stage

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	600	77	43	480	60	60	120	120	120	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	8,650	0	0	8,650	0	0	0	200	8,450	0	0
Total	9,250	77	43	9,130	60	60	120	320	8,570	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	9,250	77	43	9,130	60	60	120	320	8,570	0	0
Total	9,250	77	43	9,130	60	60	120	320	8,570	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				249	0	0	0	0	113	136
Maintenance				211	0	0	0	0	96	115
Net Impact				460	0	0	0	0	209	251

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,740
Expenditure / Encumbrances		88
Unencumbered Balance		7,402

Date First Appropriation	FY 12	
First Cost Estimate		
Current Scope	FY 12	9,250
Last FY's Cost Estimate		9,250

Description

This project provides for the County's share of costs for replacement of the existing 2nd District Police Station located at 7359 Wisconsin Avenue in Bethesda. The County had entered into negotiations with a private developer, but they were not concluded successfully. Alternatives are being evaluated. The County may seek a General Development Agreement (GDA) with another private developer for a new district station in accordance with County requirements.

Estimated Schedule

This project has been delayed until an alternative is chosen.

Justification

The current 2nd District Police Station was constructed over 50 years ago and serves the Bethesda-Chevy Chase area and portions of Potomac and Silver Spring. The current 21,700 gross square foot station is too small for staff and programmatic requirements and requires major building repairs and upgrades. A 2005 County Maintenance report outlined a need for \$200,000 in deferred maintenance, HVAC deficiencies and security concerns. Continued population growth and development in the area also support the need for a new facility.

Fiscal Note

The final project cost will be determined when an alternative has been selected. These figures represent the County's costs under the previous potential agreement with a private developer, with a one year delay. These costs serve as a placeholder and will be updated after the project is redefined.

Disclosures

A pedestrian impact analysis will be performed during design or is in progress.

Coordination

Department of Police, Police Facilities, Department of General Services, Department of Permitting Services, Department of Technology Services, Bethesda-Chevy Chase Regional Services Center

Judicial Center Annex (P100300)

Category Public Safety
 Sub Category Other Public Safety
 Administering Agency General Services (AAGE29)
 Planning Area Rockville

Date Last Modified 1/11/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Under Construction

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	25,338	19,810	0	5,528	3,148	1,311	844	225	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,636	0	3,498	2,138	1,625	36	477	0	0	0	0
Construction	106,193	17,625	12,426	76,142	44,793	15,046	18,303	0	0	0	0
Other	3,491	38	436	3,017	1,509	1,508	0	0	0	0	0
Total	140,658	37,473	16,360	86,825	51,075	17,901	17,624	225	0	0	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	330	330	0	0	0	0	0	0	0	0	0
G.O. Bonds	130,691	37,143	16,360	77,188	51,075	13,444	12,444	225	0	0	0
Land Sale	4,457	0	0	4,457	0	4,457	0	0	0	0	0
Recordation Tax Premium	5,180	0	0	5,180	0	0	5,180	0	0	0	0
Total	140,658	37,473	16,360	86,825	51,075	17,901	17,624	225	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				4,280	0	856	856	856	856	856	
Maintenance				4,405	0	881	881	881	881	881	
Program-Staff				1,180	0	236	236	236	236	236	
Program-Other				900	0	200	175	175	175	175	
Net Impact				10,765	0	2,173	2,148	2,148	2,148	2,148	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,147
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		139,511
Expenditure / Encumbrances		109,369
Unencumbered Balance		30,142

Date First Appropriation	FY 03
First Cost Estimate	
Current Scope	FY 12
Last FY's Cost Estimate	140,658

Description

This project provides for the planning, design, and construction of a Montgomery County Judicial Center Annex, the Montgomery County Judicial Center HVAC renovation, and other needed renovations to Montgomery County Judicial Center at 50 Monroe Street, Rockville, Maryland. Associated requirements for items such as phasing, parking, and security will also be funded through this project. The Judicial Center will be renamed The Montgomery County Circuit Court.

Estimated Schedule

Construction for the HVAC upgrades was completed in April 2011. The Judicial Center Annex construction will be complete late summer 2013 and the Judicial Center renovation will be complete fall 2014.

Justification

There are currently 21 Circuit Court Judges. The Judicial Center's 17 courtrooms are all assigned. Four Circuit Court Judges are assigned to other courthouses; three Juvenile Division Judges are housed in the Grey Courthouse and one in the historic Red Brick Courthouse. There are no remaining courtroom spaces available in the three courthouses leaving no room for new Circuit Court judicial positions. The October 2003 needs assessment completed by URS Corporation projected that to handle the projected number of court filings, 28 judicial positions would be needed in 2015; 31 in 2020; and 34 in 2025. A projection was also made regarding the staff needed to support these positions in the Circuit Court, Clerk of the Court, Register of Wills, State's Attorney, and Sheriff's offices. The following studies have been completed as a part of this project: Judicial Center Annex Project Report (URS/ Fentress - 2003), Courtroom Utilization Study (URS/Fentress - 2003), Planning Drawings for Phases 1 and 2 of a Judicial Center Annex (URS - 2003). The project has also been included in studies completed for the Rockville Core Plan. Courtrooms are designed to meet National Center for State Court standards.

Other

The Executive Branch provided the Council's Public Safety Committee with a progress briefing on the revised program of requirements validation, design of the HVAC renovations, and design development of the Annex. The Judicial Center Annex will be constructed with 10 new courtrooms, four of which replace the existing courtrooms in the Grey Courthouse and Red Brick Courthouse. This project was first included in the Capital Improvements Program in FY03. It was assumed that the annex could be designed to meet long-term needs and then built in two phases to reduce short-term costs. Later studies by Department of Public Works and Transportation determined that two-phase construction of the annex presents significant issues in terms of construction complexity and total project costs. Planning and design development for other County buildings in the Rockville Core as identified in the Government Core Facilities Optimization Master Plan Study are funded through Project No. 360901, Montgomery County Government Complex. An architect was selected in 2007.

Judicial Center Annex (P100300)

Fiscal Note

\$4,457,000 of General Obligation Bond funding was replaced with Land Sale proceeds in FY14.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Circuit Court, Sheriff's Office, State Attorney's Office, Register of Wills, Clerk of the Circuit Court, Department of General Services, Department of Technology Services, County Council, Criminal Justice Coordinating Commission, City of Rockville, Special Capital Projects Legislation [Bill No. 23-06] was adopted by Council June 13, 2006.

Bridge Design (P509132)

Category Transportation
 Sub Category Bridges
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	14,139	10,271	0	3,868	1,048	1,070	646	380	359	365	0
Land	317	317	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	70	70	0	0	0	0	0	0	0	0	0
Construction	88	88	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
Total	14,632	10,764	0	3,868	1,048	1,070	646	380	359	365	0

FUNDING SCHEDULE (\$000s)											
Federal Aid	956	956	0	0	0	0	0	0	0	0	0
G.O. Bonds	11,509	8,904	0	2,605	670	693	519	253	232	238	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
State Aid	1,812	549	0	1,263	378	377	127	127	127	127	0
Total	14,632	10,764	0	3,868	1,048	1,070	646	380	359	365	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	980
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,708
Expenditure / Encumbrances		11,400
Unencumbered Balance		1,308

Date First Appropriation	FY 91
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	14,632
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Bridge Design serves as a transition stage for a project between identification of need and its inclusion as a stand-alone construction project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Candidate projects currently included are listed below (Other).

Cost Change

Increase due to the addition of FY17-18 to this on-going level of effort project.

Justification

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Bridge design costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects which result from bridge design will each benefit from reduced planning and design costs. Biennial inspections performed since 1987 have consistently shown that the bridges currently included in the project for design studies are in need of major rehabilitation or replacement. Future individual CIP projects which result from bridge design will each benefit from reduced planning and design costs.

Other

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone PDFs. This bridge design project replaces the old facility planning-bridges project. Candidate Projects: Elmhirst Parkway Bridge #MPK-13; Park Valley Road Bridge #MPK-03; Randolph Road Bridge M-0080-4; Query Mill Road Bridge #M-0020; Piney Meetinghouse Road Bridge #M-0021; Whites Ferry Road Bridge #M-0187; Whites Ferry Road Bridge #M-0189; Valley Road Bridge #M-0111; Gold Mine Road Bridge #M-0096; Brink Road Bridge #M-0064; Garrett Park Road Bridge #M-0352; Beach Drive Bridge #MPK-24.

Fiscal Note

Reflects GO Bond acceleration of \$134,000 through FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Bridge Design (P509132)

Maryland-Department of the Environment, Maryland-Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, U.S. Army Corps of Engineers, Maryland State Highway Administration, Federal Highway Administration, Utility Companies, Maryland Historic Trust, CSX Transportation, Washington Metropolitan Area Transit Authority, Rural/Rustic Roads Legislation

Bridge Renovation (P509753)

Category Transportation
 Sub Category Bridges
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Ram FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	921	181	0	740	90	290	90	90	90	90	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	6,511	440	611	5,460	610	2,410	610	610	610	610	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	7,432	621	611	6,200	700	2,700	700	700	700	700	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,409	621	188	5,600	600	2,600	600	600	600	600	0
State Aid	1,023	0	423	600	100	100	100	100	100	100	0
Total	7,432	621	611	6,200	700	2,700	700	700	700	700	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	2,700
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,543
Expenditure / Encumbrances		1,025
Unencumbered Balance		1,518

Date First Appropriation	FY 97
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	5,890
Partial Closeout Thru	7,231
New Partial Closeout	621
Total Partial Closeout	7,852

Description

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. Renovation work involves planning, preliminary engineering, project management, inspection, and construction. Construction is performed on various components of the bridge structures. Superstructure repair or replacement items include decking, support beams, bearing assemblies, and expansion joints. Substructure repair or replacement items include concrete abutments, backwalls, and wingwalls. Culvert repairs include concrete headwalls, structural steel plate pipe arch replacements, installation of concrete inverts, and placement of stream scour protection. Other renovation work includes paving of bridge deck surfaces, bolted connection replacements, stone slope protection, reconstruction of approach roadways, concrete crack injection, deck joint material replacement, scour protection, and installation of traffic safety barriers. The Community Outreach Program informs the public when road closures or major lane shifts are necessary. Projects are reviewed and scheduled to reduce as many community impacts as possible, especially to school bus routes.

Cost Change

Increase due to the addition of unforeseen emergency projects. In FY13, some of the previously identified bridges in need of renovation will be delayed until FY14. Instead, the most critical unforeseen emergency projects will be completed in FY13 using previously appropriated FY13 funding. In FY14, the remaining unforeseen emergency projects will be completed and all of the previously identified bridges in need of renovation will be completed.

Justification

The Biennial Bridge Inspection Program, a Federally mandated program, provides specific information to identify deficient bridge elements. The bridge renovation program also provides the ability for quick response and resolution to citizen public concerns for highway and pedestrian bridges throughout the County.

Other

The objective of this program is to identify bridges requiring extensive structural repairs and perform the work in a timely manner to avoid emergency situations and major public inconvenience. Construction work under this project is typically performed by the County Division of Highway Services.

Unforeseen emergency projects for FY13 and FY14 include:

- Cattail Lane Culvert Replacement
- Jerusalem Road Culvert Replacement
- Stoneybrook Drive Bridge slope erosion onto CSX tracks
- Germantown Road Culvert Lining
- Fermont Lane Culvert Replacement
- Agricultural Farm Entrance Road Culvert Renovation

Disclosures

Expenditures will continue indefinitely.

Bridge Renovation (P509753)

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Department of Transportation, Maryland State Highway Administration, Maryland Department of Natural Resources, Maryland Historic Trust, U.S. Fish and Wildlife Service

Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)

Category Transportation
Sub Category Bridges
Administering Agency Transportation (AAGE30)
Planning Area Bethesda-Chevy Chase

Date Last Modified 1/9/13
Required Adequate Public Facility No
Relocation Impact None
Status Preliminary Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	644	0	0	644	0	195	449	0	0	0	0
Land	43	0	0	43	0	43	0	0	0	0	0
Site Improvements and Utilities	325	0	0	325	0	0	325	0	0	0	0
Construction	953	0	0	953	0	279	674	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,965	0	0	1,965	0	517	1,448	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Federal Aid	1,048	0	0	1,048	0	311	737	0	0	0	0
G.O. Bonds	917	0	0	917	0	206	711	0	0	0	0
Total	1,965	0	0	1,965	0	517	1,448	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,965
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 14 1,965
Last FY's Cost Estimate	0

Description

This project provides for the replacement of the existing Elmhirst Parkway Bridge over Tributary to Rock Creek. The existing bridge, built in 1940, is a single span structural plate arch under fill carrying a 19'-0" roadway and 10'-0" grass shoulders on each side. The proposed replacement bridge includes a single span precast concrete arch structure under fill with a 22'-0" roadway and 8'-6" grass shoulders on each side. The project includes approach roadway work at each end of the bridge as necessary to tie-in to the existing roadway. The bridge and road will be closed to vehicular and pedestrian traffic during construction. The existing Elmhirst Bike path will remain open during the construction.

Location

The project site is located approximately 400 feet north of the intersection of Elmhirst Parkway with Cedar Lane in Bethesda.

Capacity

The roadway Average Daily Traffic (ADT) is 600 and the roadway capacity will not change as a result of this project.

Estimated Schedule

The design of the project is expected to finish in Spring 2013. The construction is scheduled to start in Summer 2014 and be completed in Fall of 2014.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2011 bridge inspection revealed that there is severe steel corrosion with areas of 100% section loss along the arch springlines. The steel structural plate arch is rated in poor condition and the bridge is considered structurally deficient. The bridge is weight restricted and school buses are denied a waiver to cross the bridge due to safety concerns. Based on experiences with similar type structures in this condition the structure needs to be replaced as soon as possible or the roadway may be closed.

Elmhirst Parkway is located in the Bethesda-Chevy Chase Master Plan area. Elmhirst Parkway is the main entrance that extends north from Cedar Lane at the Locust Hill Estates neighborhood. Elmhirst Parkway Bridge is not considered historic but is located on the boundary of Maryland Inventory of Historic Properties Survey No. M:35-120. A review of impacts to pedestrians, bicyclists and the requirements of the ADA (American with Disabilities Act of 1991) has been performed and addressed by this project. Streetlights, crosswalks, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Other

The project scope and schedule are new for FY 2014. The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

Fiscal Note

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program
Maryland State Highway Administration
Maryland Department of Environment
Maryland Historical Trust
Maryland National Capital Park and Planning Commission
Montgomery County Department of Permitting Services
Utilities
Facility Planning: Bridges

Permanent Patching: Residential/Rural Roads (P501106)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,297	0	297	3,000	975	300	450	525	225	525	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	22,703	5,703	0	17,000	5,525	1,700	2,550	2,975	1,275	2,975	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	26,000	5,703	297	20,000	6,500	2,000	3,000	3,500	1,500	3,500	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	26,000	5,703	297	20,000	6,500	2,000	3,000	3,500	1,500	3,500	0
Total	26,000	5,703	297	20,000	6,500	2,000	3,000	3,500	1,500	3,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	2,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		12,500
Expenditure / Encumbrances		5,703
Unencumbered Balance		6,797

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	26,000
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for permanent patching of rural/residential roads in older residential communities. This permanent patching program provides for deep patching of rural and residential roads to restore limited structural integrity and prolong pavement performance. This program will ensure structural viability of older residential pavements until such time that road rehabilitation occurs. Based on current funding trends, many residential roads identified as needing reconstruction may not be addressed for 40-years or longer. The permanent patching program is designed to address this problem. Pavement reconstruction involves either total removal and reconstruction of the pavement section or extensive deep patching followed by grinding along with a thick structural hot mix asphalt overlay. Permanent patching may improve the pavement rating such that total rehabilitation may be considered in lieu of total reconstruction, at significant overall savings.

Justification

In FY09, the Department of Transportation instituted a pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization and a systematic approach to maintaining a healthy residential pavement inventory. The updated 2011 pavement condition survey indicated that 1,006 lane miles (24 percent) of residential pavement have fallen into the lowest possible category and are in need of structural patching. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Fiscal Note

\$500,000 accelerated from FY17 to FY14, \$500,000 accelerated from FY17 to FY16, and \$500,000 deferred from FY17 to FY18 due to fiscal capacity.

Disclosures

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, Department of Permitting Services, PEPCO, Cable TV, Verizon, Montgomery County Public Schools, Regional Services Centers, Community Associations, Commission of People with Disabilities

Residential and Rural Road Rehabilitation (P500914)

Category Transportation
Sub Category Highway Maintenance
Administering Agency Transportation (AAGE30)
Planning Area Countywide

Date Last Modified 5/3/13
Required Adequate Public Facility No
Relocation Impact None
Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,129	7	732	6,390	990	1,455	1,080	1,080	555	1,230	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	47,860	11,650	0	36,210	5,610	8,245	6,120	6,120	3,145	6,970	0
Other	8	8	0	0	0	0	0	0	0	0	0
Total	54,997	11,665	732	42,600	6,600	9,700	7,200	7,200	3,700	8,200	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	44,793	7,847	0	36,946	6,600	6,944	7,200	7,200	3,700	5,302	0
Recordation Tax Premium	10,204	3,818	732	5,654	0	2,756	0	0	0	2,898	0
Total	54,997	11,665	732	42,600	6,600	9,700	7,200	7,200	3,700	8,200	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	9,700
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		18,997
Expenditure / Encumbrances		11,665
Unencumbered Balance		7,332

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	54,997
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the major rehabilitation of rural and residential roadways in older communities to include extensive pavement rehabilitation and reconstruction including the associated rehabilitation of ancillary elements such as under drains, sub-grade drains, and installation and replacement of curbs and gutters. This project will not make major changes to the location or size of existing drainage structures, if any. Pavement rehabilitation includes the replacement of existing failed pavement sections by the placement of an equivalent or increased pavement section. The rehabilitation usually requires the total removal and replacement of failed pavement exhibiting widespread areas of fatigue related distress, base failures and sub-grade failures.

Justification

In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys. The physical condition surveys note the type, level, and extent of residential pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire residential network. The system also provides for budget optimization for a systematic approach to maintaining a healthy residential pavement inventory. The updated 2010 pavement condition survey indicated that 1,006 lane miles (24 percent) of residential pavement have fallen into the lowest possible category and are in need of structural reconstruction. Typically, pavements rated in this category require between 15-20 percent permanent patching per lane mile. Physical condition inspections of residential pavements will occur on a 2-3 year cycle.

Other

Hot mix asphalt pavements have a finite life of approximately 20 years based upon a number of factors including but not limited to: original construction materials, means and methods, underlying soil conditions, drainage, daily traffic volume, other loading such as construction traffic and heavy truck traffic, age, and maintenance history. A well maintained residential road carrying low to moderate traffic levels is likely to provide a service life of 20 years or more. Conversely, lack of programmed maintenance will shorten the service life of residential roads considerably, in many cases to less than 15 years before rehabilitation is needed.

Fiscal Note

\$2.5 million accelerated from FY17 to FY14 and \$1.0 million shifted from FY17 to FY18 due to fiscal capacity. Reflects funding switch in FY18 from GO Bonds to Recordation Tax Premium.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Light Company, Department of Permitting Services, PEPCO, Cable TV, Verizon, Montgomery County Public Schools, Regional Services Centers, Community Associations, Commission on People with Disabilities

Resurfacing: Primary/Arterial (P508527)

Category: Transportation
 Sub Category: Highway Maintenance
 Administering Agency: Transportation (AAGE30)
 Planning Area: Countywide

Date Last Modified: 5/3/13
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 5 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,474	1	1,023	8,450	1,500	1,125	900	1,050	750	1,125	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	43,936	7,386	0	36,550	8,500	6,375	5,100	5,950	4,250	6,375	0
Other	26	0	26	0	0	0	0	0	0	0	0
Total	51,436	7,387	1,049	43,000	10,000	7,500	6,000	7,000	5,000	7,500	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	36,068	7,387	1,049	27,632	10,000	7,500	6,000	1,379	203	2,550	0
Recordation Tax Premium	15,368	0	0	15,368	0	0	0	5,621	4,797	4,950	0
Total	51,436	7,387	1,049	43,000	10,000	7,500	6,000	7,000	5,000	7,500	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	7,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		18,436
Expenditure / Encumbrances		7,631
Unencumbered Balance		10,805

Date First Appropriation	FY 85
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	51,436
Partial Closeout Thru	58,220
New Partial Closeout	72,692
Total Partial Closeout	7,387
	80,079

Description

The County maintains approximately 966 lane miles of primary and arterial roadways. This project provides for the systematic milling, repair, and bituminous concrete resurfacing of selected primary and arterial roads and revitalization of others. This project includes the Main Street Montgomery Program and provides for a systematic, full-service, and coordinated revitalization of the primary and arterial road infrastructure to ensure viability of the primary transportation network, and enhance safety and ease of use for all users. Mileage of primary/arterial roads has been adjusted to conform with the inventory maintained by the State Highway Administration. This inventory is updated annually.

Justification

Primary and arterial roadways provide transport support for tens of thousands of trips each day. Primary and arterial roads connect diverse origins and destinations that include commercial, retail, industrial, residential, places of worship, recreation, and community facilities. The repair of the County's primary and arterial roadway infrastructure is critical to mobility throughout the County. In addition, the state of disrepair of the primary and arterial roadway system causes travel delays, increased traffic congestion, and compromises the safety and ease of travel along all primary and arterial roads which includes pedestrians and bicyclists. Well maintained road surfaces increase safety and assist in the relief of traffic congestion. In FY09, the Department of Transportation instituted a contemporary pavement management system. This system provides for systematic physical condition surveys and subsequent ratings of all primary/arterial pavements as well as calculating the rating health of the primary roadway network as a whole. Physical condition inspections of the pavements will occur on a 2-3 year cycle. The physical condition surveys note the type, level, and extent of primary/arterial pavement deterioration combined with average daily traffic and other usage characteristics. This information is used to calculate specific pavement ratings, types of repair strategies needed, and associated repair costs, as well as the overall Pavement Condition Index (PCI) of the entire primary/arterial network. The system also provides for budget optimization and recommends annual budgets for a systematic approach to maintaining a healthy primary/arterial pavement inventory.

Other

One aspect of this project will focus on improving pedestrian mobility by creating a safer walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. Several existing CIP and operating funding sources will be focused in support of the Main Street Montgomery campaign. The design and planning stages, as well as final completion of the project will comply with the Department of Transportation (DOT), Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway Officials (AASHTO), and ADA standards.

Fiscal Note

\$1.5 million accelerated from FY17 to FY14 and \$500,000 shifted from FY17 to FY18 due to fiscal capacity.

Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

Coordination

Resurfacing: Primary/Arterial (P508527)

Washington Suburban Sanitary Commission, Other Utilities , Department of Transportation, Department of Housing and Community Affairs, Montgomery County Public Schools, Maryland - National Capital Park and Planning Commission, Department of Economic Development, Department of Permitting Services, Regional Services Centers, Community Associations, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities

Sidewalk & Infrastructure Revitalization (P508182)

Category Transportation
 Sub Category Highway Maintenance
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 5 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 5 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,979	10	224	5,745	1,320	1,020	795	945	645	1,020	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	38,748	6,193	0	32,555	7,480	5,780	4,505	5,355	3,655	5,780	0
Other	35	0	35	0	0	0	0	0	0	0	0
Total	44,762	6,203	259	38,300	8,800	6,800	5,300	6,300	4,300	6,800	0

FUNDING SCHEDULE (\$000s)											
Contributions	3,259	0	259	3,000	500	500	500	500	500	500	0
G.O. Bonds	41,503	6,203	0	35,300	8,300	6,300	4,800	5,800	3,800	6,300	0
Total	44,762	6,203	259	38,300	8,800	6,800	5,300	6,300	4,300	6,800	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	6,800
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,262
Expenditure / Encumbrances		6,261
Unencumbered Balance		9,001

Date First Appropriation	FY 81
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	51,971
Partial Closeout Thru	87,917
New Partial Closeout	6,203
Total Partial Closeout	94,120

Description

This project provides for the removal and replacement of damaged or deteriorated sidewalks, curbs, and gutters in business districts and residential communities. The County currently maintains about 1,034 miles of sidewalks and about 2,098 miles of curbs and gutters. Many years of paving overlays have left some curb faces of two inches or less. Paving is milled, and new construction provides for a standard six-inch curb face. The project includes: overlay of existing sidewalks with asphalt; base failure repair and new construction of curbs; and new sidewalks with handicapped ramps to fill in missing sections. Some funds from this project support the Renew Montgomery and Main Street Montgomery programs. A significant aspect of this project has been and will be to provide safe pedestrian access and to ensure Americans with Disabilities Act (ADA) compliance. Mileage of sidewalks and curb/gutters has been updated to reflect the annual acceptance of new infrastructure to the County's inventory.

Cost Change

Project reduction is due to partial closeout project adjustments.

Justification

Curbs, gutters, and sidewalks have a service life of 30 years. Freeze/thaw cycles, de-icing materials, tree roots, and vehicle loads accelerate concrete failure. The County should replace 70 miles of curbs and gutters and 35 miles of sidewalks annually to provide for a 30 year cycle. Deteriorated curbs, gutters, and sidewalks are safety hazards to pedestrians and motorists, increase liability risks, and allow water to infiltrate into the sub-base causing damage to roadway pavements. Settled or heaved concrete can trap water and provide breeding places for mosquitoes. A Countywide inventory of deteriorated concrete was performed in the late 1980's. Portions of the Countywide survey are updated during the winter season. The March 2010 Report of the Infrastructure Maintenance Task Force identified an annual replacement program level of effort based on a 30-year life for curbs and gutters.

Other

The Department of Transportation (DOT) maintains a list of candidate projects requiring construction of curbs and gutters based on need and available funding. The design and planning stages, as well as final completion of the project will comply with the DOT, Maryland State Highway Administration (MSHA), Manual on Uniform Traffic Control Devices (MUTCD), American Association of State Highway and Transportation Officials (AASHTO), and ADA standards.

Fiscal Note

Since FY87, the County has offered to replace deteriorated driveway aprons at the property owners' expense up to \$500,000. Payments for this work are displayed as Contributions in the funding schedule. \$1.5 million accelerated from FY17 to FY14 and \$500,000 shifted from FY17 to FY18 due to fiscal capacity.

Disclosures

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Other Utilities, Montgomery County Public Schools, Homeowners, Montgomery County Pedestrian Safety Advisory Committee, Commission on People with Disabilities

Montgomery Mall Transit Center (P500714)

Category Transportation
 Sub Category Mass Transit
 Administering Agency General Services (AAGE29)
 Planning Area Potomac-Travilah

Date Last Modified 1/5/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	190	27	0	163	0	163	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,152	2	0	1,150	0	1,150	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,342	29	0	1,313	0	1,313	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	1,342	29	0	1,313	0	1,313	0	0	0	0	0
Total	1,342	29	0	1,313	0	1,313	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				56	0	0	14	14	14	14	
Maintenance				60	0	0	15	15	15	15	
Net Impact				116	0	0	29	29	29	29	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,292
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		50
Expenditure / Encumbrances		29
Unencumbered Balance		21

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 12
Last FY's Cost Estimate	1,342

Description

This project provides for the County portion of the new Montgomery Mall Transit Center. Mall owners will develop the land and construct all bus and passenger foundation structures including utilities. The County will design and fund construction, as well as maintain the patron waiting area with weather/wind protected sides, passenger seating, a transit center canopy to protect patrons, and a driver restroom. This project also includes construction oversight.

Estimated Schedule

The Montgomery Mall Transit Center project construction is scheduled to start in FY14 along with Montgomery Mall expansion by the developer.

Justification

On January 27, 2005, the Planning Board granted Westfield Montgomery Mall conditional approval for a 500,000 square foot mall expansion. This expansion requires Westfield to participate in construction of a new and expanded Montgomery Mall Transit Center adjacent to the I-270 right-of-way. Westfield will provide construction of all base infrastructure, valued at \$2 million. Westfield will pay for design and construction of drives, ramps, platform pads, and utility access. The County will pay for the transit center canopy and all passenger and bus operator amenities on the passenger waiting pad.

Other

The construction of the County portion is expected to start in FY14 in order to coordinate with the Montgomery Mall expansion by the developer. The design of this project has been completed through Facility Planning: Transportation.

Fiscal Note

Reflects \$15,000 in acceleration into FY12

Disclosures

A pedestrian impact analysis will be performed during design or is in progress.

Coordination

Department of Transportation, Westfield, Inc., Utilities, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Department of Economic Development, Facility Planning: Transportation

Rapid Transit System (P501318)

Category Transportation
Sub Category Mass Transit
Administering Agency Transportation (AAGE30)
Planning Area Countywide

Date Last Modified 5/3/13
Required Adequate Public Facility No
Relocation Impact None
Status Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	625	0	0	625	475	150	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	625	0	0	625	475	150	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Mass Transit Fund	625	0	0	625	475	150	0	0	0	0	0
Total	625	0	0	625	475	150	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	125
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		500
Expenditure / Encumbrances		0
Unencumbered Balance		500

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	0

Description

This project provides for the initial steps and detailed studies related to a bus rapid transit system in the County, supplementing the Metrorail Red Line and master-planned Purple Line and Corridor Cities Transitway (CCT). The ultimate extent of this Rapid Transit System (RTS) will be determined once the County Council approves an amendment to the Master Plan of Highways and Transportation, anticipated in late 2013.

Justification

The proposed RTS will reduce congestion on County and State roadways, increase transit ridership, and improve air quality. The RTS will enhance the County's ability to meet transportation demands for existing and future land uses. Plans & Studies: MCDOT Countywide Bus Rapid Transit Study, Final Report (July 2011); Report and Recommendations of the County Executive's Transit Task Force (May 2012).

Other

The County has programmed funds for the Maryland Department of Transportation to conduct preliminary engineering for master-planned RTS lines on Veirs Mill Road between the Rockville and Wheaton Metro Stations (\$6 million) and for Georgia Avenue between Olney and the Glenmont Metro Station (\$5 million). These two studies are funded in the State Transportation Participation project, PDF #500722 and are underway. The FY13 appropriation provides funds for studies of service planning and integration and of transit signal priority for the Purple Line, CCT, and the two master-planned RTS lines, plus the following potential master-planned RTS lines: MD 355 between Montgomery Village Avenue and the Bethesda Metro Station; US 29 between Burtonsville and the Silver Spring Metro Station; Randolph Road between Rockville Pike and FDA Boulevard, and an extension of the master-planned Georgia Avenue line from Glenmont to the Wheaton Metro Station. The FY13 appropriation also includes funds to staff these two studies. The additional FY14 appropriation would continue staffing through FY14. No funding is included at this time for preliminary engineering for these latter four routes, nor for the final design, right-of-way acquisition, utility relocation, construction, or operation of the RTS routes.

Coordination

Maryland Department of Transportation, Washington Metropolitan Area Transit Authority, M-NCPPC, City of Rockville, City of Gaithersburg, County Executive's Transit Task Force, State Transportation Participation project (#500722).

Bethesda Bikeway and Pedestrian Facilities (P500119)

Category	Transportation	Date Last Modified	5/3/13
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	Yes
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,454	1,126	0	328	0	241	87	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	200	80	0	120	0	60	60	0	0	0	0
Construction	1,865	1,256	0	609	0	0	609	0	0	0	0
Other	1	1	0	0	0	0	0	0	0	0	0
Total	3,520	2,463	0	1,057	0	301	756	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,520	2,463	0	1,057	0	301	756	0	0	0	0
Total	3,520	2,463	0	1,057	0	301	756	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	100	Date First Appropriation	FY 04
Supplemental Appropriation Request		0	First Cost Estimate	
Transfer		0	Current Scope	FY 13 3,520
Cumulative Appropriation		3,420	Last FY's Cost Estimate	3,520
Expenditure / Encumbrances		2,473		
Unencumbered Balance		947		

Description

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

Estimated Schedule

The development of the Bethesda Lot 31 Parking Garage (No. 500932) is expected to be complete in Winter 2014 (FY15). The design and construction for the remaining projects (Bethesda Avenue, 47th Street, and Willow Lane bike facilities) is expected to be complete in FY15.

Cost Change

Cost change due to escalation in construction costs and overhead charges.

Justification

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development. Bethesda Central Business District Sector Plan, July 1994.

Other

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process.

Fiscal Note

Reflects acceleration of \$19,000 from FY14 into FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Bethesda Chevy Chase Regional Services Center (BCC), Bethesda Urban Partnership, Montgomery Bicycle Action Group, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Bethesda CBD Streetscaping , Hard Surface Trail Design and Construction, Resurfacing Park Roads - Bridges , Maryland Mass Transit Administration, Washington Metropolitan Area Transit Authority

Greentree Road Sidewalk (P500506)

Category Transportation
Sub Category Pedestrian Facilities/Bikeways
Administering Agency Transportation (AAGE30)
Planning Area Bethesda-Chevy Chase

Date Last Modified 1/7/13
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	744	558	0	186	94	92	0	0	0	0	0
Land	144	117	0	27	27	0	0	0	0	0	0
Site Improvements and Utilities	336	18	0	318	132	186	0	0	0	0	0
Construction	2,255	0	0	2,255	1,619	636	0	0	0	0	0
Other	7	7	0	0	0	0	0	0	0	0	0
Total	3,486	700	0	2,786	1,872	914	0	0	0	0	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,486	700	0	2,786	1,872	914	0	0	0	0	0
Total	3,486	700	0	2,786	1,872	914	0	0	0	0	0
OPERATING BUDGET IMPACT (\$000s)											
Energy				24	0	0	6	6	6	6	
Maintenance				24	0	0	6	6	6	6	
Net Impact				48	0	0	12	12	12	12	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		3,486
Expenditure / Encumbrances		700
Unencumbered Balance		2,786

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 13	3,486
Last FY's Cost Estimate		3,486

Description

This project provides for approximately 6,400 linear feet of five-foot wide concrete sidewalk along the north side of Greentree Road, curb and gutter, residential sidewalk ramps, and expansion of existing drainage system from Old Georgetown Road (MD 187) to Fernwood Road. The proposed sidewalk will provide access to public transportation on Old Georgetown Road, a church and a nursing home on Greentree Road, National Institutes of Health (NIH), Suburban Hospital, Bradley Hills Elementary School, Wyngate Elementary School, North Bethesda Middle School, The Woods Academy, Ayrlawn Park, Fernwood Park, McCrills Gardens, and Bradley Park.

Estimated Schedule

Design is estimated to be complete in the Winter of 2011-2012. Construction is estimated to start in the Summer of 2012 and will take approximately 18 months to complete.

Justification

Property owners have contacted the Department of Transportation to request a sidewalk to eliminate the unsafe condition of pedestrians walking along the edge of the road to access NIH and businesses on Old Georgetown Road. This road is a primary traffic connector from Old Georgetown Road to the developed areas west of Old Georgetown Road and has a number of side street connections with Bradley Boulevard. The sidewalk will provide a needed safe path for pedestrians in the community, and the storm drain system is needed to accommodate the curb and gutter constructed as part of the sidewalk. The storm drain system will also improve the drainage along Greentree Road, particularly along the older, narrower segment, which lacks adequate drainage. Montgomery County Department of Transportation prepared a Transportation Facility Planning study entitled Greentree Road Sidewalk, Phase 1 - Facility Planning Study, Purpose and Needs Statement dated July 7, 2003, which is consistent with the Bethesda-Chevy Chase Master Plan.

Fiscal Note

Reflects acceleration of \$32,000 from FY13 into FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park and Planning Commission, Department of Transportation, Department of Permitting Services, Facility Planning; Transportation, Washington Suburban Sanitary Commission, Washington Gas, PEPCO, Verizon

Metropolitan Branch Trail (P501110)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Silver Spring

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

5/3/13
No
None
Preliminary Design Stage

	Total	Thru FY12	Ram FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	2,959	504	544	1,911	762	118	295	460	276	0	0
Land	3,019	8	0	3,011	0	1,000	1,325	195	491	0	0
Site Improvements and Utilities	934	0	0	934	0	0	0	643	291	0	0
Construction	5,235	0	0	5,235	0	0	0	2,302	2,933	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	12,147	512	544	11,091	762	1,118	1,620	3,600	3,991	0	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	12,147	512	544	11,091	762	1,118	1,620	3,600	3,991	0	0
Total	12,147	512	544	11,091	762	1,118	1,620	3,600	3,991	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	118
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,818
Expenditure / Encumbrances		1,663
Unencumbered Balance		1,155

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	12,147

Description

This project provides for completing preliminary engineering and final engineering necessary to obtain CSX and WMATA approvals for the 0.62 mile segment of this trail in Montgomery County between the end of the existing trail in Takoma Park and the Silver Spring Transit Center. The trail will be designed to be 8 feet to 10 feet in width. This project also includes the land acquisition, site improvements, utility relocations, and construction of the project from the Silver Spring Transit Center to the east side of Georgia Avenue, including a new or expanded bridge over Georgia Avenue, as well as the segment along Fenton Street, from King Street to the north end of the existing trail. The design will also include a grade-separated crossing of Burlington Avenue, the narrowing of Selim Road, the trail segment on King Street, and the construction of new retaining walls and reconstruction of existing retaining walls.

Estimated Schedule

Final design will be completed in FY14. Land acquisition to begin in FY14 and will be completed in FY17. Construction and utility relocations will begin in FY16 and will be completed in FY17.

Cost Change

Shift in expenditures and funding between FY13 through FY17 reflects production schedule slippage.

Justification

The Metropolitan Branch Trail is to be part of a larger system of trails to enable non-motorized travel around the Washington region. The overall goal for these trails is to create a bicycle beltway that links Union Station and the Mall in Washington, D.C. to Takoma Park, Silver Spring, and Bethesda in Maryland. The trail will serve pedestrians, bicyclists, joggers, and skaters, and will be Americans with Disabilities Act of 1990 (ADA) accessible. Plans & Studies: Silver Spring Central Business District Sector Plan.

Other

The initial design for this project was under Facility Planning: Transportation.

Fiscal Note

Federal Transportation Enhancement Funds will be pursued after property acquisition is complete.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Washington Metropolitan Area Transit Authority, CSX-Transportation, Maryland State Highway Administration, Montgomery College, Maryland Historical Trust, Purple Line Project, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Health and Human Services

Rockville Sidewalk Extensions (P501430)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

5/3/13
No
None
Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	76	0	0	76	0	76	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	456	0	0	456	0	456	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	532	0	0	532	0	532	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Impact Tax	532	0	0	532	0	532	0	0	0	0	0
Total	532	0	0	532	0	532	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	532
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 14	
First Cost Estimate		
Current Scope	FY 14	532
Last FY's Cost Estimate		0

Description

This project provides funding to the City of Rockville to complete the following capital projects identified in a Memorandum of Understanding (MOU) between the County and Rockville: 1. Avery Road (Rockville Sidewalks CIP 420-850-6B21): Located along the east side of Avery Road, between the Montgomery County Public Schools (MCPS) Blair G. Ewing Center and the Montgomery County Department of Health and Human Services Avery House facility, this 6-foot wide asphalt path (with a length of 680 linear feet) will extend an existing asphalt bike path from the MCPS facility to the Avery House facility. 2. Wootton Parkway (Rockville Sidewalks CIP 420-850-6B21): Located along the west side of Wootton Parkway, between Fairwood Court and Hurley Avenue, this 5-foot wide sidewalk (with a length of 2,000 linear feet) will extend an existing sidewalk network along Wootton Parkway to connect a neighborhood that is currently inaccessible by pedestrians. 3. Falls Road (MD 189) West Side (Rockville Pedestrian Safety CIP 420-850-4B71): Located along the west side of Falls Road, between Wootton Parkway and Kersey Lane, this 5-foot wide sidewalk (with a length of 1,500 linear feet) will extend an existing sidewalk network along Falls Road.

Justification

Avery Road is used extensively by pedestrians travelling between the bus stop on MD 28 and the Avery House. Completion of the project will directly improve pedestrian safety along Avery Road. Completion of Wootton Parkway represents one of the highest-ranked missing sidewalk links as identified through the City's Sidewalk Prioritization Program. The Falls Road West Side project will connect a neighborhood that is currently inaccessible to pedestrians.

Other

The City of Rockville and the County Department of General Services will coordinate to address any potential impact to the County's Avery House facility.

Fiscal Note

Under County Code sections 52-49 and 52-53, the County is required to deposit transportation impact taxes collected from developments within the city limits into a designated account. Funds from this account may only be used for projects identified in the MOU or in other agreements between the County and Rockville.

Coordination

Department of Transportation, Department of Permitting Services, Department of General Services, Department of Finance, Office of Management and Budget, City of Rockville

Chapman Avenue Extended (P500719)

Category Transportation
Sub Category Roads
Administering Agency Transportation (AAGE30)
Planning Area North Bethesda-Garrett Park

Date Last Modified 1/7/13
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,516	582	-9	943	90	70	50	733	0	0	0
Land	14,400	10,128	722	3,550	3,027	523	0	0	0	0	0
Site Improvements and Utilities	2,064	19	0	2,045	0	1,200	845	0	0	0	0
Construction	3,383	0	300	3,083	0	0	133	2,950	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	21,363	10,729	1,013	9,621	3,117	1,793	1,028	3,683	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	15,647	7,478	1,013	7,156	1,694	927	852	3,683	0	0	0
Impact Tax	5,672	3,251	0	2,421	1,423	866	132	0	0	0	0
Intergovernmental	44	0	0	44	0	0	44	0	0	0	0
Total	21,363	10,729	1,013	9,621	3,117	1,793	1,028	3,683	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				6	0	0	0	0	3	3	
Maintenance				6	0	0	0	0	3	3	
Net Impact				12	0	0	0	0	6	6	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,270
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,382
Expenditure / Encumbrances		10,781
Unencumbered Balance		4,601

Date First Appropriation	FY 07	
First Cost Estimate		
Current Scope	FY08	12,192
Last FY's Cost Estimate		21,363

Description

This project provides for the extension of Chapman Avenue from Randolph Road to Old Georgetown Road. Within the proposed 70-foot closed section right-of-way will be: 5-foot sidewalks on both sides, landscaping panels of varying widths up to eight feet on each side of the road, streetlights, storm drainage, and stormwater management. Existing utilities will be moved underground.

Estimated Schedule

Final design was completed in Spring 2010, right-of-way acquisition to be completed in Fall 2012, utility relocations to be completed by Summer 2014, and construction will start in Summer 2014 and will end Summer 2015.

Justification

This project is needed to meet traffic and safety demands of existing and future land uses in the White Flint area. Extensive office, retail, and residential development are planned for this area. This project supports the master plan, which recommends new local roadway links to relieve congestion on Rockville Pike. Traffic congestion is expected to increase with newly proposed development. This segment of roadway will provide for continuity, connectivity, and access for pedestrians and vehicles by linking retail centers with employment and residential development in the vicinity. This project will complete the last link in the Chapman Avenue/Citadel Avenue roadway corridor. The Department of Transportation (DOT) completed Facility Planning Phase I in FY05 and Facility Planning Phase II in FY07. The Project is consistent with the approved 1992 North Bethesda Garrett Park Master Plan.

Fiscal Note

Intergovernmental funding included a WSSC contribution based on the Memorandum of Understanding between DOT and WSSC dated November 30, 1984. Funding schedule reflects a \$927,000 reduction in impact taxes and an offsetting increase in GO bonds in FY14.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, PEPCO, Verizon, Washington Gas, Washington Suburban Sanitary Commission, , Special Capital Projects Legislation [Bill No. 14-11] was adopted by Council June 14, 2011.

Dedicated but Unmaintained County Roads (P501117)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/7/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	249	77	0	172	64	68	40	0	0	0	0
Land	16	7	0	9	0	9	0	0	0	0	0
Site Improvements and Utilities	20	0	0	20	20	0	0	0	0	0	0
Construction	410	0	0	410	0	137	273	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	695	84	0	611	84	214	313	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	695	84	0	611	84	214	313	0	0	0	0
Total	695	84	0	611	84	214	313	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				3	0	0	0	1	1	1	
Net Impact				3	0	0	0	1	1	1	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		695
Expenditure / Encumbrances		85
Unencumbered Balance		610

Date First Appropriation	FY 11	
First Cost Estimate		
Current Scope	FY 13	695
Last FY's Cost Estimate		695

Description

This project provides funds for the study and prioritization of improvements to Dedicated but Unmaintained (DBU) County Roads in order to accept them into the County's road maintenance system. Once the need and priority of the roadway improvements are established, funding will be provided for their design and construction. As stipulated in the DBU County Roads Policy, the County will fund planning, design and supervision costs up to 10 percent of the total cost of each project. The remaining costs for these projects will be recovered from the communities through a special tax assessment. The DBU County Roads Policy was developed by the DBU County Roads Working Group. The Policy provides guidance for County officials in responding to requests from residents for improvements to, or maintenance of, DBU County Roads in a consistent manner, and establishes criteria for evaluating the need for improvements to the DBU County Roads. Fawsett Road in Potomac is the first road to apply and be selected for design and construction of Improvements under the DBU program. The proposed improvements include roadway pavement and a storm drain system.

Estimated Schedule

Design for improvements to Fawsett Road will be completed in the Fall of 2013 and construction will be completed in the Fall of 2014.

Justification

A total of 59 Roads have been identified and inventoried as DBU County Roads. In the past, residents have requested that the County assume maintenance of various non-standard roads even though County policy prohibits acceptance of maintenance responsibilities for roadways that do not meet County standards. The purpose of this project is to respond to these requests in accordance with the recently adopted DBU County Roads Policy. Under the terms of the policy, citizen requests will result in comparative studies of the DBU County Roads to determine the priority and ranking of the requested projects. In accordance with the policy, residents of Fawsett Road petitioned the County for design and reconstruction of Fawsett Road to meet County standards and to subsequently provide future maintenance of the road. It was determined that Fawsett Road met the qualifications under the policy and was selected for implementation.

Fiscal Note

Construction costs will be added once candidate projects are assessed, ranked, and preliminary design is complete. The revised cost estimate for construction of Fawsett Road was prepared in Fall 2011. Reflects acceleration of \$4,000 from FY13 to FY12.

Coordination

Montgomery County Department of Permitting Services, Montgomery County Department of Finance, Montgomery County Civic Federation (MCCF)

Goshen Road South (P501107)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Roads
Transportation (AAGE30)
Gaithersburg Vicinity

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

5/3/13
No
None
Preliminary Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	12,493	2,089	1,471	4,265	1,560	2,135	382	188	0	0	4,668
Land	16,981	0	0	16,981	0	0	3,968	3,962	6,638	2,413	0
Site Improvements and Utilities	16,556	0	0	0	0	0	0	0	0	0	16,556
Construction	82,600	0	0	100	0	0	0	0	0	100	82,500
Other	0	0	0	0	0	0	0	0	0	0	0
Total	128,630	2,089	1,471	21,346	1,560	2,135	4,350	4,150	6,638	2,513	103,724

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	109,727	2,089	1,471	5,976	1,560	482	1,087	1,505	1,242	100	100,191
Impact Tax	13,370	0	0	13,370	0	1,653	3,263	2,645	3,396	2,413	0
Intergovernmental	3,533	0	0	0	0	0	0	0	0	0	3,533
Recordation Tax Premium	2,000	0	0	2,000	0	0	0	0	2,000	0	0
Total	128,630	2,089	1,471	21,346	1,560	2,135	4,350	4,150	6,638	2,513	103,724

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	10,635
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		5,120
Expenditure / Encumbrances		4,271
Unencumbered Balance		849

Date First Appropriation	FY 11
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	128,630

Description

This project provides for the design of roadway improvements along Goshen Road from south of Girard Street to 1000 feet North of Warfield Road, a distance of approximately 3.5 miles. The improvements will widen Goshen Road from the existing 2-lane open section to a 4-lane divided, closed section roadway using 12-foot inside lanes, 11-foot outside lanes, 18-foot median, and 5-foot on-road bike lanes. A 5-foot concrete sidewalk and an 8-foot bituminous hiker/biker path along the east and west side of the road, respectively, are also proposed along with storm drain improvements, street lighting and landscaping. The project also entails construction of approximately 6,000 linear feet of retaining wall.

Capacity

The Average Daily Traffic (ADT) on Goshen Road for the year 2025 is forecasted to be about 26,000.

Estimated Schedule

Final design started in FY11 and will conclude in Fall 2014. Property acquisition will start in Summer 2014 and take approximately 36 months to complete. Construction and utility relocations will start in Spring 2018 and will be completed in FY22, according to the following funding schedule: FY18: \$100,000 (construction); FY19: \$28,522,000 (construction and site improvements); FY20: \$35,640,000 (construction and site improvements); FY21: \$29,854,000 (construction and site improvements); FY22: \$9,708,000 (construction and site improvements).

Cost Change

Shift \$100,000 in construction expenditures and funding from Beyond 6 Years to FY18 to reflect inclusion of this project in the Subdivision Staging Policy.

Justification

This project is needed to reduce existing and future congestion and improve pedestrian and vehicular safety. Based on projected traffic volumes (year 2025), all intersections along Goshen Road will operate at an unacceptable level-of-service if the road remains in its current condition. The proposed project will provide congestion relief and create improved roadway network efficiency, provide for alternate modes of transportation, and will significantly improve pedestrian safety by constructing a sidewalk and a hiker/biker path. The Gaithersburg Vicinity Master Plan (January 1985; Amended May 1988; Amended July 1990) identifies Goshen Road as a major highway slated for improvement to 4/6 lanes.

Other

A more accurate cost estimate will be prepared upon completion of final design.

Fiscal Note

Intergovernmental revenue is from the Washington Suburban Sanitary Commission (WSSC) for its agreed share of water and sewer relocation costs.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Goshen Road South (P501107)

Maryland-National Capital Park and Planning Commission (MNCPPC), Maryland State Highway Administration (MSHA), Utility Companies,
Department of Permitting Services, City of Gaithersburg, Facility Planning Transportation- No. 509337

Maryland/Dawson Extended (P501405)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Roads
Transportation (AAGE30)
Rockville

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

5/3/13
No
None
Preliminary Design Stage

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	500	0	0	500	0	250	250	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	500	0	0	500	0	250	250	0	0	0	0

FUNDING SCHEDULE (\$000s)

Impact Tax	500	0	0	500	0	250	250	0	0	0	0
Total	500	0	0	500	0	250	250	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	0

Description

This project provides funding to the City of Rockville to complete design work for Maryland/Dawson Extended (Rockville CIP 420-850-5C11). This project includes curbs and gutters, pavement, drainage, utility relocation, stormwater management, sidewalks, street lighting, landscaping, and traffic signal improvements.

Justification

This project is listed in the City Master Plan for the design of the extension of Maryland Avenue between Beall Avenue and Dawson Avenue, as well as Dawson Avenue between North Washington Street and MD 355. It supports existing and future Phase II Town Center Development.

Fiscal Note

Under County Code sections 52-49 and 52-53, the County is required to deposit transportation impact taxes collected from developments within the city limits into a designated account. Funds from this account may only be used for projects identified in the MOU or by other agreement between the County and Rockville.

Coordination

Department of Transportation, Department of Permitting Services, Department of Finance, Office of Management and Budget, City of Rockville

Montrose Parkway East (P500717)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area North Bethesda-Garrett Park

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	6,968	2,711	917	360	320	0	0	0	0	40	2,980
Land	16,520	2,309	5,387	8,824	2,324	3,000	3,500	0	0	0	0
Site Improvements and Utilities	3,140	0	0	0	0	0	0	0	0	0	3,140
Construction	93,262	11	40	1,140	0	0	300	0	0	840	92,071
Other	0	0	0	0	0	0	0	0	0	0	0
Total	119,890	5,031	6,344	10,324	2,644	3,000	3,800	0	0	880	98,191

FUNDING SCHEDULE (\$000s)											
EDAET	504	504	0	0	0	0	0	0	0	0	0
G.O. Bonds	103,575	3,775	6,344	7,342	1,778	1,754	3,800	0	0	10	86,113
Impact Tax	9,164	751	0	2,068	866	332	0	0	0	870	6,345
Intergovernmental	83	0	0	0	0	0	0	0	0	0	83
Recordation Tax Premium	6,564	0	0	914	0	914	0	0	0	0	5,650
Total	119,890	5,031	6,344	10,324	2,644	3,000	3,800	0	0	880	98,191

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	3,000
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		14,019
Expenditure / Encumbrances		5,125
Unencumbered Balance		8,894

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 13
Last FY's Cost Estimate	119,890

Description

This project provides for a new four-lane divided parkway as recommended in the North Bethesda/Garrett Park (PA30) and Aspen Hill (PA27) Master Plans. The roadway will be a closed section with 11-foot wide lanes, a 10-foot wide bikeway on the north side, and 5-foot wide sidewalk on the south side. The project includes a 350-foot bridge over Rock Creek. The roadway limits are between the eastern limit of the MD355/Montrose interchange and the intersection of Viers Mill Road and Parklawn Drive. The project includes a bridge over CSX, a grade-separated interchange at Parklawn Drive, and a tie-in to Viers Mill Road. Appropriate stormwater management facilities and landscaping will be included.

Estimated Schedule

The design and right-of-way acquisition phase is expected to be complete in the Spring of 2015. Construction is expected to start in FY18 and will be completed in FY21, according to the following schedule: FY19: \$32,024,000 (construction), FY20: \$32,045,000 (construction), FY21: \$34,122,000.

Cost Change

Accelerate \$300,000 from FY18 to FY15 for off-site wetlands mitigation and reforestation work. Defer \$29,700,000 from FY18 to Beyond 6 Years for fiscal capacity.

Justification

This project will relieve traffic congestion on roadways in the area through increased network capacity. The project also provides improved safety for motorists, pedestrians, and bicyclists, as well as providing a greenway. The North Bethesda/Garrett Park Master Plan classifies this roadway as A-270. The Phase I Facility Planning process was completed in June 2004 with a final project prospectus recommending implementation.

Other

Design of this project will take into consideration the master planned Viers Mill Road Bus Rapid Transit (BRT) service. Consistent with the County's master plan, trucks with more than four wheels are prohibited from Montrose Parkway East between Parklawn Drive and Viers Mill Road, except for trucks allowed for the Parkway's maintenance and in emergency situations.

Fiscal Note

\$9 million for the design of the segment between MD 355/Montrose interchange and Parklawn Drive is in the State Transportation Participation project. Intergovernmental revenue represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs. Reduce Impact Taxes in FY12 and offset with GO Bonds. Expenditure schedule reflects fiscal capacity.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Montrose Parkway East (P500717)

Department of Fire and Rescue Services, Department of Transportation, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Maryland State Highway Administration, Maryland Department of Environment, Washington Suburban Sanitary Commission, Washington Gas, PEPCO, Verizon, State Transportation Participation Project No. 500722, Special Capital Projects Legislation [Bill No. 16-08] was adopted by Council June 10, 2008.

Platt Ridge Drive Extended (P501200)

Category Transportation
 Sub Category Roads
 Administering Agency Transportation (AAGE30)
 Planning Area Bethesda-Chevy Chase

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 5 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	620	4	166	450	210	140	60	40	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	0	30	0	0	0	0
Construction	3,050	0	0	3,050	0	0	2,122	928	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,700	4	166	3,530	210	140	2,212	968	0	0	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	3,638	4	166	3,468	210	79	2,212	968	0	0	0
Intergovernmental	61	0	0	61	0	61	0	0	0	0	0
Total	3,700	4	166	3,530	210	140	2,212	968	0	0	0
OPERATING BUDGET IMPACT (\$000s)											
Maintenance				2	0	0	0	0	1	1	
Net Impact:				2	0	0	0	0	1	1	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0	Date First Appropriation	FY 12	
Supplemental Appropriation Request		0	First Cost Estimate		
Transfer		0	Current Scope	FY 12	3,700
Cumulative Appropriation		3,700	Last FY's Cost Estimate		3,700
Expenditure / Encumbrances		300			
Unencumbered Balance		3,400			

Description

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment, it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20') with guardrails and a minimum right-of-way width of 30'. Sidewalks, streetlights, drainage ditches and similar features are not proposed to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

Capacity

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community.

Estimated Schedule

Detailed planning and design activities began in FY12 and will be completed in FY14. Construction will start in FY15 and be completed in FY16.

Cost Change

Shift in construction expenditures and funding from FY14 to FY16 to reflect current production schedule.

Justification

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from the BRAC relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that Alternative 2 (new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal will be installed in FY11 with funding from the Traffic Signals project #507154. It was also found that Alternative 3, the extension of Platt Ridge Drive to Montrose Driveway would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the MNCPPC.

Other

Right-of-way for this project will be dedicated to the public by the MNCPPC or purchased through ALARF funding.

Fiscal Note

Intergovernmental funding represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

Disclosures

Platt Ridge Drive Extended (P501200)

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland-National Capital Park & Planning Commission, Maryland State Highway Administration, Washington Suburban Sanitary Commission, Department of Transportation, Department of Permitting Services, Department of Environmental Protection

Ripley Street (P501403)

Category Transportation
Sub Category Roads
Administering Agency Transportation (AAGE30)
Planning Area Silver Spring

Date Last Modified 5/3/13
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	67	0	0	67	0	47	20	0	0	0	0
Land	325	0	0	325	0	0	325	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	385	0	0	385	0	0	385	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	777	0	0	777	0	47	730	0	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	777	0	0	777	0	47	730	0	0	0	0
Total	777	0	0	777	0	47	730	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				3	0	0	0	1	1	1	
Maintenance				3	0	0	0	1	1	1	
Net Impact				6	0	0	0	2	2	2	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	777
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 14	
First Cost Estimate		
Current Scope	FY 14	777
Last FY's Cost Estimate		0

Description

This project provides funding to participate with a developer in the design, review, land acquisition and construction for the widening of the north half of Ripley Street between the east end of the 1150 Ripley Street Development (near Dixon Avenue extended) and Georgia Avenue, a distance of approximately 225 feet. Ripley Street falls within the Silver Spring Central Business District where a focus on a transit-oriented and pedestrian-friendly environment around the Silver Spring Transit Center is critical. The Ripley Street improvements will upgrade the northern portion of the roadway from 35' north of the centerline and will be designed and constructed to Montgomery County Standard No. MC- 214.03, Commercial/Industrial Road with a 70-foot width of right-of-way. The southern portion of the Ripley Street will be implemented through the subdivision process if and when the property to the south redevelops.

Estimated Schedule

The design is estimated to start in FY14 and right-of-way (ROW) acquisition and construction will be completed in FY15.

Justification

The proposed improvement of Ripley Street is shown in the Silver Spring Central Business District and Vicinity Sector Plan, Approved and Adopted March 2001. Ripley Street falls within the Silver Spring Central Business District where a focus on a transit-oriented and pedestrian-friendly environment around the Silver Spring Transit Center is critical.

Other

This project will be coordinated with improved access to relocated Progress Place and to the Silver Spring Transit Center.

Fiscal Note

Of the total project cost (\$3.11 million), the estimated cost of the County's portion is 25% and the developer's portion is 75%. The County's portion (\$777,000) will support funding for the design, land acquisition, site improvements, utility relocation, and construction.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration
Maryland-National Capital Park and Planning Commission
Developer

Advanced Transportation Management System (P509399)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,411	8,349	0	1,062	177	177	177	177	177	177	0
Land	1	1	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	38,608	25,141	2,481	10,986	1,831	1,831	1,831	1,831	1,831	1,831	0
Construction	53	53	0	0	0	0	0	0	0	0	0
Other	7,144	6,815	329	0	0	0	0	0	0	0	0
Total	55,217	40,359	2,810	12,048	2,008	2,008	2,008	2,008	2,008	2,008	0

FUNDING SCHEDULE (\$000s)											
Cable TV	2,241	2,241	0	0	0	0	0	0	0	0	0
Contributions	95	95	0	0	0	0	0	0	0	0	0
Current Revenue: General	18,345	7,663	2,810	7,872	332	1,508	1,508	1,508	1,508	1,508	0
Federal Aid	2,504	2,504	0	0	0	0	0	0	0	0	0
G.O. Bonds	8,396	8,396	0	0	0	0	0	0	0	0	0
Mass Transit Fund	9,064	6,064	0	3,000	500	500	500	500	500	500	0
PAYGO	2,226	2,226	0	0	0	0	0	0	0	0	0
Recordation Tax Premium	1,176	0	0	1,176	1,176	0	0	0	0	0	0
State Aid	10,670	10,670	0	0	0	0	0	0	0	0	0
Transportation Improvement Credit	500	500	0	0	0	0	0	0	0	0	0
Total	55,217	40,359	2,810	12,048	2,008	2,008	2,008	2,008	2,008	2,008	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				225	25	30	35	40	45	50	
Maintenance				3,051	366	428	488	547	589	633	
Program-Staff				750	50	100	100	150	150	200	
Program-Other				54	6	6	9	9	12	12	
Net Impact				4,080	447	564	632	746	796	895	
Full Time Equivalent (FTE)					1.0	2.0	2.0	3.0	3.0	4.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,974
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		45,657
Expenditure / Encumbrances		40,782
Unencumbered Balance		4,875

Date First Appropriation	FY 93	
First Cost Estimate		
Current Scope	FY 14	55,217
Last FY's Cost Estimate		55,697
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

This project provides for Advanced Transportation Management Systems (ATMS) in the County. The ATMS deploys the infrastructure elements to conduct real-time management and operations of the County's transportation system. Twenty-two National Intelligent Transportation Architecture market packages have been identified for deployment of the ATMS. Each of these market packages is considered a subsystem of the ATMS program and may include several elements. These subsystems are identified in the ATMS Strategic Deployment Plan dated February 2001, revised July 2011. One aspect of this project will focus on improving pedestrian walkability by creating a safer walking environment, utilizing selected technologies and ensuring Americans with Disabilities Act (ADA) compliance.

Cost Change

Reflects a reduction of \$464,000 in Federal Aid and \$16,000 in Current Revenue: General due to a grant reduction.

Justification

Advanced Transportation Management System (P509399)

ATMS provides real-time monitoring, control, and traveler information in an effort to reduce traffic congestion and travel time, improve safety, and defer the need to construct new roads. ATMS emphasizes safety and efficiency of mobility to include mode, route, and travel time choices. ATMS supports public safety and directly impacts the movement of people and goods throughout the County's transportation system. This project was initiated in response to a growing demand to enhance options and amenities within the County's transportation network. Real time bus arrival information allows the public to make informed decisions concerning their mode of transportation as well as increased satisfaction in public transit. Real time information is increasingly becoming a common feature of transit systems across the country, especially within the Washington Metropolitan Area. Federal Transit Administration (FTA) studies have shown that the implementation of an effective real-time information system is essential in order to reap the benefits from the capital investment of a Computer Aided Dispatch/Automatic Vehicle Location System (CAD/AVL) system. The highest benefits are achieved from increased transit ridership, more frequent travel by current riders, and the additional travel of new riders. Other benefits include: Improvement of customer service; Increase in customer satisfaction and convenience; Improvement of transit visibility; and provision of critical information during emergencies

Other

This project includes the replacement of the Ride-On CAD/AVL system and on-bus hardware (including radios). The replacement is based on a comprehensive evaluation completed in May 2005 and will provide improved safety and security, more reliable service, better informed scheduling, and a platform for real-time customer information.

Fiscal Note

Reflects funding switch from Current Revenue: General to Recordation Tax Premium in FY13

Disclosures

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Developers, Department of Technology Services, Department of Police, Federal Transit Administration (FTA), Federal Highway Administration (FHWA), Fibernet, Maryland State Highway Administration, Virginia Department of Transportation, Other Local Governments, Other Private Entities, Traffic Signals project, Traffic Signal System Modernization Project, Montgomery County Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Montgomery County Planning Board

Redland Rd from Crabbs Branch Way - Baederwood La (P500010)

Category Transportation
Sub Category Traffic Improvements
Administering Agency Transportation (AAGE30)
Planning Area Gaithersburg Vicinity

Date Last Modified 1/5/13
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,611	1,512	0	99	10	89	0	0	0	0	0
Land	318	248	0	70	70	0	0	0	0	0	0
Site Improvements and Utilities	210	195	0	15	0	15	0	0	0	0	0
Construction	4,000	3,481	0	519	0	519	0	0	0	0	0
Other	4	4	0	0	0	0	0	0	0	0	0
Total	6,143	5,440	0	703	80	623	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Development Approval Payment	606	474	0	132	69	63	0	0	0	0	0
G.O. Bonds	5,362	4,966	0	396	0	396	0	0	0	0	0
Intergovernmental	175	0	0	175	11	164	0	0	0	0	0
Total	6,143	5,440	0	703	80	623	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				20	0	0	5	5	5	5	
Maintenance				20	0	0	5	5	5	5	
Net Impact				40	0	0	10	10	10	10	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		6,143
Expenditure / Encumbrances		5,458
Unencumbered Balance		685

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 11 6,143
Last FY's Cost Estimate	6,143

Description

This project provides for reconstruction of a segment of Redland Road including the intersections with Crabbs Branch Way and Needwood Road for congestion mitigation. Anticipated improvements include: widening a portion of Redland Road from Crabbs Branch Way to Baederwood Lane, construction of additional turning lanes, installation of traffic improvement devices, storm drain modifications as needed, and an eight foot wide mixed use bike path/sidewalk (Class I). The bike path will be located within the project limits on the northeast side of Redland Road and the south side of Needwood Road. The concrete sidewalk on the north side of Needwood Road will be extended 430 feet to Deer Lake Road. This includes curb, gutter, and storm drainage improvements. Land acquisition is required. A shared use bike path will be added to the south side of Needwood Road from Redland Road to Deer Lake Road. The path will be 1,350 linear feet long, eight feet wide and constructed with asphalt. Land acquisition is also required for the bike path.

Capacity

A.M. level of service (LOS) of the Crabbs Branch Way intersection will be improved from D to C, and P.M. LOS from F to B. A.M. LOS of the Needwood Road intersection will be improved from F to C and P.M. LOS from E to B.

Estimated Schedule

Design of the shared use bike path on the south side of Needwood Road will be completed in the fall of 2012. Construction of the bike path is estimated to be completed in the spring of 2014.

Justification

Studies conducted by the Department of Transportation (DOT) Traffic Engineering and Operations Division and comprehensive consultant studies indicate significant congestion in this roadway segment. In addition to the improved level of service, the project will reduce the operational problems at these intersections. The addition of the bike path will provide access to the Shady Grove Metro Station.

Fiscal Note

Development Approval Payment collected through FY05 is included in this project. Intergovernmental revenue is comprised of the Department of Environmental Protection contribution of up to \$150,000 for dam repair and \$25,000 from the Washington Suburban Sanitary Commission for water and sewer adjustments. Policy Area Mobility Review (PAMR) funds are available in FY12 (shown in funding schedule under Development Approval Payment (DAP)).

Reflects acceleration of \$10,000 in FY12.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Redland Rd from Crabbs Branch Way - Baederwood La (P500010)

Intersection and Spot Improvements Project, Department of Environmental Protection, Department of Permitting Services, Maryland-National Capital Park and Planning Commission, Potomac Electric Power Company, Verizon, Comcast, Washington Suburban Sanitary Commission, Maryland Department of the Environment

Streetlighting (P507055)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,863	285	153	1,425	200	200	220	250	265	290	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,601	624	95	4,882	810	912	620	705	715	1,120	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	6	0	6	0	0	0	0	0	0	0	0
Total	7,470	909	254	6,307	1,010	1,112	840	955	980	1,410	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	7,470	909	254	6,307	1,010	1,112	840	955	980	1,410	0
Total	7,470	909	254	6,307	1,010	1,112	840	955	980	1,410	0
OPERATING BUDGET IMPACT (\$000s)											
Energy				308	14	28	42	58	74	92	
Maintenance				90	4	8	12	17	22	27	
Net Impact				398	18	36	54	75	96	119	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,112
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,198
Expenditure / Encumbrances		936
Unencumbered Balance		1,262

Date First Appropriation	FY 70
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	8,375
Partial Closeout Thru	15,219
New Partial Closeout	909
Total Partial Closeout	16,128

Description

This project provides for the installation and upgrading of streetlights countywide with an emphasis on residential fill in areas, high crime areas, pedestrian generator locations, and high accident locations. This project also provides for the replacement of streetlights that are knocked down, damaged, or have reached the end of service life. Streetlights that pose safety concerns and are no longer functioning to the specifications of original installation are also replaced under this project.

Cost Change

Increase due to implementation of large-scale in-fill lighting projects beginning in FY13 for streetlights on New Hampshire Avenue between Blick Drive and Randolph Road.

Justification

County resolution dated June 25, 1968, requires Montgomery County to provide for the installation of streetlights in those subdivisions that were platted prior to February 1, 1969, when the installation of streetlights was not a requirement of subdivision development. This project provides funds for these streetlight installations, as well as for lighting of the public right-of-way when the existing lighting is substandard to the extent that public safety is compromised. New streetlight plans are developed in conformance with established County streetlight standards and are normally implemented under contract with the pertinent local utility company. The March 2010, Report of the Infrastructure Maintenance Task Force, identified streetlighting in need of lifecycle replacement.

Disclosures

A pedestrian impact analysis will be performed during design or is in progress.
 Expenditures will continue indefinitely.

Coordination

Baltimore Gas and Electric Company, Potomac Edison, Verizon, Cable TV Montgomery, Maryland State Highway Administration, PEPCO, Washington Gas and Light, Washington Suburban Sanitary Commission, Pedestrian Safety Advisory Committee, Citizen's Advisory Boards, Maryland-National Capital Park and Planning Commission

Traffic Signals (P507154)

Category Transportation
 Sub Category Traffic Improvements
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	7,117	2,563	0	4,554	780	830	780	860	446	868	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	27,904	2,404	661	24,839	4,445	4,695	3,445	4,865	2,529	4,860	0
Construction	7	7	0	0	0	0	0	0	0	0	0
Other	73	0	73	0	0	0	0	0	0	0	0
Total	35,106	4,974	739	29,393	5,225	5,525	4,225	5,725	2,975	5,718	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	18,057	4,974	739	12,344	2,730	3,116	804	2,317	158	3,219	0
Recordation Tax Premium	17,049	0	0	17,049	2,495	2,409	3,421	3,408	2,817	2,499	0
Total	35,106	4,974	739	29,393	5,225	5,525	4,225	5,725	2,975	5,718	0
OPERATING BUDGET IMPACT (\$000s)											
Energy				504	24	48	72	96	120	144	
Maintenance				252	12	24	36	48	60	72	
Program-Staff				450	50	50	50	100	100	100	
Net Impact				1,206	86	122	158	244	280	318	
Full Time Equivalent (FTE)					0.0	1.0	1.0	1.0	2.0	2.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	5,525
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		11,006
Expenditure / Encumbrances		5,345
Unencumbered Balance		5,661

Date First Appropriation	FY 71
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	39,390
Partial Closeout Thru	74,276
New Partial Closeout	4,974
Total Partial Closeout	79,250

Description

This project provides for the design, construction, and maintenance of vehicular and pedestrian traffic signals and signal systems including: new and existing signals; reconstruction/replacement of aged and obsolete signals and components; auxiliary signs; Accessible Pedestrian Signals (APS); upgrades of the County's centrally-controlled computerized traffic signal system; communications and interconnect into the signal system

Cost Change

\$300,000 added in FY14 for the installation of Accessible Pedestrian Signals at 10 additional intersections to improve pedestrian safety for persons with disabilities. This will provide more easily accessible, raised buttons to press when crossing the road. Also, this effort provides audio cues to indicate when it is safe to cross.

Justification

The growth in County population and vehicular registrations continues to produce increasing traffic volumes. As a result, congestion levels and the number of accidents increase. This requires a continued investment in the traffic signal system to: increase intersection safety; accommodate changes in traffic patterns and roadway geometry; reduce intersection delays, energy consumption, and air pollution; and provide coordinated movement on arterial routes through effective traffic management and control, utilizing modern traffic signal technologies. Studies include: The December 2007 Pedestrian Safety Initiative and the March 2010 Report of the Infrastructure Maintenance Task Force which identified traffic signals in need of lifecycle replacement.

Other

Approximately 40 projects are completed annually by a combination of contractual and County work crews. One aspect of this project focuses on improving pedestrian walkability by creating a safe walking environment, utilizing selected engineering technologies, and ensuring Americans with Disabilities Act (ADA) compliance. All new and reconstructed traffic signals are designed and constructed to include appropriate pedestrian features - crosswalks, curb ramps, countdown pedestrian signals, APS, and applicable signing. A significant portion of the traffic signal work will continue to be in the central business districts and other commercial areas, where costs are higher due to more underground utilities and congested work areas. Likewise, new signals in outlying, developing areas are more expensive due to longer runs of communication cable. The fiber optic interconnection of traffic signals is done through the Fibernet project.

Fiscal Note

As of FY97, \$700,000 per year is redirected to the Fibernet project and is to continue through the implementation of Fibernet. Reflects funding switch in FY13-18 from GO Bonds to Recordation Tax Premium.

Disclosures

Traffic Signals (P507154)

A pedestrian impact analysis will be performed during design or is in progress.

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Advanced Transportation Management System, Verizon, FiberNet CIP (No. 509651), Maryland State Highway Administration, Potomac Electric Power Company, Washington Gas and Light, Washington Suburban Sanitary Commission, Montgomery County Pedestrian Safety Advisory Committee, Citizens Advisory Boards, Maryland-National Capital Park and Planning Commission

Progress Place Relocation and Personal Living Quarters (P601401)

Category Health and Human Services
 Sub Category Health and Human Services
 Administering Agency General Services (AAGE29)
 Planning Area Silver Spring

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	429	0	0	429	0	143	143	143	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	429	0	0	429	0	143	143	143	0	0	0
FUNDING SCHEDULE (\$000s)											
G.O. Bonds	429	0	0	429	0	143	143	143	0	0	0
Total	429	0	0	429	0	143	143	143	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	143
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 14 429
Last FY's Cost Estimate	0

Description

Progress Place is an existing building, located in the Ripley District of Silver Spring, MD, which houses services the Department of Health and Human Services provides to low-income, homeless residents of Montgomery County. These services, currently provided in conjunction with Interfaith Works and Shepherd's Table, include medical, vision, and vocational services; case management; winter overflow overnight shelter; and meals. Due to development that is proposed for the Ripley District, these services will need to be relocated within the Central Business District (CBD), which has convenient transportation, available services and resources, and social networking opportunities in downtown Silver Spring for the homeless population.

In conjunction with a Public-Private partnership, a private developer will construct a new building within the downtown Silver Spring CBD, on County owned property located at the Silver Spring Fire Station No. 1 site. This new building will provide office space for the Progress Place services in exchange for the Ripley District land where Progress Place is currently located. This will release the existing site for construction of the Dixon Avenue roadway, the Metropolitan Branch Trail, and a private high-rise residential building. In addition, personal living quarter (PLQ) units will be colocated with the Progress Place service center.

Justification

Progress Place is a facility built nearly 20 years ago that is in need of major renovation. In addition, the east end of the building is in the path of Dixon Avenue extended (a Master Planned roadway), and the west end of the building is in the path of the Metropolitan Branch Trail.

Based on the 2012 Housing and Urban Development Unmet Need Calculation Methodology, the need for housing for Montgomery County homeless singles was 372 PLQs. This project includes the relocation of the services rendered at Progress Place and provides for placement of PLQs to increase the County's permanent supportive housing stock within the downtown Silver Spring CBD.

Fiscal Note

This is a public/private partnership. The County will exchange land within the Ripley District for a building that will satisfy the Program of Requirements to house Progress Place services. Funding from the Affordable Housing Acquisition and Preservation project (#P760100) will be used to support the creation of the PLQs. Non-County funding will also be sought to support PLQ construction and operating costs. Rental assistance from the Montgomery Housing Initiative Fund will be used to support operating costs not funded by outside contributions.

Disclosures

A pedestrian impact analysis will be performed during design or is in progress.

Coordination

Progress Place Relocation and Personal Living Quarters (P601401)

U.S. Department of Housing and Urban Development
Department of Housing and Community Affairs
Department of Health and Human Services
Department of General Services
Department of Transportation
Department of Police
Department of Fire and Rescue Services
Department of Technology Services
Utilities
Private developers
Private homeless service providers

Cost Sharing: MCG (P720601)

Category: Culture and Recreation
 Sub Category: Recreation
 Administering Agency: General Services (AAGE29)
 Planning Area: Countywide

Date Last Modified: 5/3/13
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,634	3,634	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	9	9	0	0	0	0	0	0	0	0	0
Construction	7,230	7,230	0	0	0	0	0	0	0	0	0
Other	10,936	3,904	912	6,120	555	1,565	1,000	1,000	1,000	1,000	0
Total	21,809	14,777	912	6,120	555	1,565	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)											
Contributions	150	0	150	0	0	0	0	0	0	0	0
Current Revenue: General	11,148	5,028	0	6,120	555	1,565	1,000	1,000	1,000	1,000	0
Land Sale	2,661	2,661	0	0	0	0	0	0	0	0	0
Long-Term Financing	3,850	3,850	0	0	0	0	0	0	0	0	0
State Aid	4,000	3,238	762	0	0	0	0	0	0	0	0
Total	21,809	14,777	912	6,120	555	1,565	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	565
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		16,244
Expenditure / Encumbrances		15,302
Unencumbered Balance		942

Date First Appropriation	FY 06
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	21,759
	16,244

Description

This project provides funds for the development of non-government projects in conjunction with public agencies or the private sector. County participation leverages private and other public funds for these facilities. Prior to disbursing funds, the relevant County department or agency and the private organization will develop a Memorandum of Understanding, which specifies the requirements and responsibilities of each.

Cost Change

\$5 million increase (\$1 million per year) to leverage private funding for Capital Improvement Grants for Arts and Humanities. The Arts and Culture industry, through its organizations, generate \$151 million in annual economic activity in Montgomery County supporting 2,955 full-time equivalent jobs and generating \$10.2 million in state and local government revenue. They support restaurants, hotels and other businesses by spending over \$74 million in these businesses. Priority for these Capital Improvement Grants for Arts and Humanities will be given to projects that leverage non-County funding. Cost increase is also due to the County's participation in Easter Seals Greater Washington-Baltimore Region, Jewish Foundation for Group Homes, Inc., Muslim Community Center, Potomac Community Resources, Inc., Sandy Spring Museum, St. Luke's House and Threshold Services United, and Takoma Park Presbyterian Church.

Justification

The County has entered into or considered many public-private partnerships, which contribute to the excellence and diversity of facilities serving County residents

Other

For FY14, County participation is anticipated for the following projects: Easter Seals Greater Washington-Baltimore Region: \$100,000; Jewish Foundation for Group Homes, Inc.: \$125,000; Muslim Community Center: \$100,000; Potomac Community Resources, Inc.: \$50,000; Sandy Spring Museum: \$65,000; St. Luke's House and Threshold Services United: \$50,000; and Takoma Park Presbyterian Church: \$75,000. Prior to disbursement of funds, Takoma Park Presbyterian Church must provide a final Business Plan to the Executive and Council that includes the proposed fee schedule and letters of interest from potential entrepreneurs with expected revenues from each user. The Church must agree to use the facility for the expressed purposes for a period of ten years from the time the facility is complete or repay the pro rata portion of County funds. See the following page for a list of prior grantees.

Fiscal Note

The Council will consider appropriating Capital Improvement Grants for Arts and Humanities up to \$1 million as an FY14 Supplemental Appropriation once the list of grantees has been recommended by the County Executive.

The State approved \$4,000,000 in State Aid for the Fillmore venue in Silver Spring. The County's required match was \$4,000,000 and \$6,511,000 was programmed. The Venue Operator agreed to purchase certain furniture, fixtures, and equipment for the project; \$150,000 of which would be used as the required County match. An agreement between the development partners and the County was executed. The Fillmore is now operational.

Disclosures

Cost Sharing: MCG (P720601)

A pedestrian impact analysis will be performed during design or is in progress.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Private organizations, State of Maryland, Municipalities, Montgomery County Public Schools, Community Use of Public Facilities, Department of General Services, Department of Economic Development

PRIOR YEAR COST SHARING GRANTS

Grants: For FY13, County participation was for the following projects: ArtPreneurs, Inc.: \$80,000; Muslim Community Center, Inc.: \$120,000; Muslim Community Center, Inc.: \$175,000; Potomac Community Resources, Inc.: \$50,000; Sheppard Pratt Health System, Inc.: \$50,000; and The Menare Foundation, Inc.: \$80,000.

For FY12, County participation was for the following projects: Catholic Charities of the Archdiocese of Washington, Inc.: \$125,000; CHI Centers Inc.: \$200,000; and Ivymount School, Inc.: \$100,000.

For FY11, County participation was for the following projects: Girl Scout Council of the Nation's Capital: \$100,000; Jewish Foundation for Group Homes, Inc.: \$50,000; and Ivymount School, Inc.: \$100,000.

For FY10, County participation was for the following project: Aunt Hattie's Place, Inc.: \$100,000. Disbursement of FY09 and FY10 County funds is conditioned on the owner of the property giving the County an appropriate covenant restricting the use of the leased property to a foster home for boys for a period of ten years from the time the facility commences to operate as a foster home. Boys and Girls Club of Greater Washington: \$38,000; CASA de Maryland, Inc.: \$100,000; Jewish Council for the Aging of Greater Washington, Inc.: \$50,000; and Warren Historic Site Committee, Inc.: \$150,000.

For FY09, County participation was for the following projects: Aunt Hattie's Place, Inc.: \$250,000; Boys and Girls Club of Greater Washington: \$250,000; CASA de Maryland, Inc.: \$150,000; CHI Centers: \$50,000; and Institute for Family Development Inc., doing business as Centro Familia: \$75,000 (The organization had to demonstrate to the County's satisfaction that it had commitments for the entire funding needed to construct the project before the \$75,000 in County funds could be spent.); Jewish Council for the Aging of Greater Washington, Inc.: \$250,000; Montgomery General Hospital: \$500,000; Nonprofit Village, Inc.: \$200,000; and YMCA of Metropolitan Washington and Youth and Family Services Branch: \$200,000.

DPL Network and Telephone Infrastructure (P711401)

Category
Sub Category
Administering Agency
Planning Area

Culture and Recreation
Libraries
Public Libraries (AAGE17)
Countywide

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

12/28/12
No
None
Planning Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	462	0	0	462	0	462	0	0	0	0	0
Total	462	0	0	462	0	462	0	0	0	0	0

FUNDING SCHEDULE (\$000s)											
Short-Term Financing	462	0	0	462	0	462	0	0	0	0	0
Total	462	0	0	462	0	462	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	462
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	0

Description

This project upgrades Montgomery County Public Libraries' branch network switches and Uninterruptible Power Supply (UPS) units. The project also converts phone systems at the Bethesda, Davis, Potomac, Long Branch and Wheaton branches to newer gateway technology. All upgrades are needed to preserve core library functionality.

Justification

Many library branches have experienced voice and/or data service losses due to poor UPS performance following power surges and brownouts. All network switches and UPS units for both network switches and County PBX telephone system connection are past lifecycle and overdue for replacement. The telephone system connections at five branches are of a type that is no longer supportable by the County's telephone system vendor as of 2011, and replacement parts have become extremely hard to find. Both the Bethesda and Wheaton libraries experienced recent phone service problems and waited three to five days before their defective phone extenders could be replaced. Montgomery County's Department of Technology Services (DTS) has evaluated this project as one involving "critical performance issues."

Gaithersburg Middle School Pool (P721402)

Category	Culture and Recreation	Date Last Modified	5/3/13
Sub Category	Recreation	Required Adequate Public Facility	No
Administering Agency	Recreation (AAGE19)	Relocation Impact	None
Planning Area	Gaithersburg	Status	Final Design Stage

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	300	0	0	300	0	300	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	300	0	0	300	0	300	0	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	300	0	0	300	0	300	0	0	0	0
Total	300	0	0	300	0	300	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	300
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation		
First Cost Estimate		
Current Scope	FY 14	300
Last FY's Cost Estimate		0

Description

Since 1972, the City of Gaithersburg (City) and Montgomery County Public Schools (MCPS) have jointly financed and operated a pool at the Gaithersburg Middle School per a Memorandum of Understanding (MOU). The pool was unexpectedly closed January 2012 due to structural problems. MCPS estimates that it will cost \$900,000 to make repairs needed to reopen the pool. MCPS and the City will share equally in the \$600,000 cost to correct the immediate structural problems, and the County will provide up to \$300,000 to correct the remaining non-structural pool area and shower room repairs.

Location

The Gaithersburg Middle School pool is located at 2 Teachers Way in Gaithersburg.

Justification

This pool has been closed since January 2012, when cracks that compromised the building's structural integrity were discovered in exterior support columns. MCPS uses the pool for physical education classes for Gaithersburg Middle School students during school hours. The City of Gaithersburg operates, programs, and staffs the pool for community use after school hours, on weekends, and during summer vacation, with non-City residents paying higher fees for aquatics programs. It is anticipated that the partnership between the City, MCPS, and Montgomery County Government will result in a waiver of increased fees for in-County, non-City residents who will use this pool when it re-opens.

Other

Before spending money on this project, the County Executive must transmit an executed Memorandum of Understanding between the County and the City of Gaithersburg that spells out the expectations of the parties and includes a provision that County, out-of-City residents will be charged in-City rates for a period of no less than 15 years.

Coordination

City of Gaithersburg, Montgomery County Public Schools

Good Hope Neighborhood Recreation Center (P720918)

Category: Culture and Recreation
 Sub Category: Recreation
 Administering Agency: General Services (AAGE29)
 Planning Area: Silver Spring

Date Last Modified: 5/3/13
 Required Adequate Public Facility: No
 Relocation Impact: None
 Status: Preliminary Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	1,284	134	17	1,133	200	174	194	380	157	28	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	457	0	0	457	0	0	0	457	0	0	0
Construction	4,017	0	0	4,017	0	0	163	2,760	1,094	0	0
Other	875	1	0	874	0	0	0	291	583	0	0
Total	6,633	135	17	6,481	200	174	357	3,888	1,834	28	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	6,625	127	17	6,481	200	174	357	3,888	1,834	28	0
PAYGO	8	8	0	0	0	0	0	0	0	0	0
Total	6,633	135	17	6,481	200	174	357	3,888	1,834	28	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				65	0	0	0	0	22	43	
Maintenance				71	0	0	0	0	24	47	
Program-Staff				224	0	0	0	0	112	112	
Program-Other				10	0	0	0	0	5	5	
Net Impact				370	0	0	0	0	163	207	
Full Time Equivalent (FTE)					0.0	0.0	0.0	0.0	2.0	2.0	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		883
Expenditure / Encumbrances		136
Unencumbered Balance		747

Date First Appropriation	FY 09
First Cost Estimate	
Current Scope	FY 13 6,633
Last FY's Cost Estimate	6,633

Description

The Good Hope Neighborhood Recreation Center, located at 14715 Good Hope Road in Silver Spring, requires extensive renovation and a modest expansion, to include the construction of an exercise/weight room, small activity room, game room, additional toilets, and storage. A key constraint is the limit on impervious site area, due to the Paint Branch Special Protection Area, resulting in expansion requirements that do not increase the building footprint. A key component of the site and building infrastructure renovation is to upgrade the facility to conform to the Montgomery County manual for planning, design, and construction of sustainable buildings, including meeting green building/sustainability goals; Montgomery County Energy Design Guidelines; and the Americans with Disabilities Act (ADA). The project will be designed to comply with Leadership in Energy and Environmental Design (LEED) guidelines for eventual certification.

Estimated Schedule

Project has been delayed for one year due to site development challenges to meet Special Protection Area (SPA), Storm Water Management (SWM), and Americans with Disabilities Act (ADA) requirements. Design completion is anticipated in FY15 and construction in FY16 and FY17.

Justification

Renovation and new construction requirements are based on a facilities assessment of the site and building infrastructure, and on programmatic requirements of the facility and the Department of Recreation. Two community charrettes were conducted as a part of the facility planning process.

Other

In 2000, the Montgomery County Department of Recreation (MCRD), in coordination with the then Department of Public Works and Transportation (DPWT), submitted an informal in-house assessment of five neighborhood recreation facilities, including informal recommendations for renovation or expansion. The assessment and recommendations were submitted in the Neighborhood Recreation Centers 2003 recommendations draft report summary.

Coordination

Department of General Services, Department of Technology Services, Department of Recreation, WSSC, PEPCO, Department of Permitting Services

Ken Gar Community Center Renovation (P721401)

Category Culture and Recreation
 Sub Category Recreation
 Administering Agency General Services (AAGE29)
 Planning Area Kensington-Wheaton

Date Last Modified 4/6/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Planning Stage

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Other	200	0	0	200	0	200	0	0	0	0
Total	200	0	0	200	0	200	0	0	0	0

FUNDING SCHEDULE (\$000s)

Current Revenue: General	100	0	0	100	0	100	0	0	0	0
State Aid	100	0	0	100	0	100	0	0	0	0
Total	200	0	0	200	0	200	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	200
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	0

Description

The project provides for the renovation of the Ken Gar Community Center. Preliminary site evaluation and inspections are underway with two potential outcomes – the renovation/repair/stabilization of the existing structure or demolition and installation of a modular structure on the site.

Location

The Ken Gar Community Center is located at 4111 Plyers Mill Road in Kensington.

Estimated Schedule

The project is scheduled to commence in FY14.

Justification

This small neighborhood facility was last remodeled in 1978. The building's structure is deficient and in a state of significant disrepair. Significant improvements are required to make the facility ADA compliant. Significant repair to heating/ventilation/air-conditioning and window replacements are needed.

Fiscal Note

ADA compliance modifications associated with this project are funded in the Americans with Disabilities Act Project (361107).

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

North Potomac Community Recreation Center (P720102)

Category Culture and Recreation
Sub Category Recreation
Administering Agency General Services (AAGE29)
Planning Area Potomac-Travilah

Date Last Modified 5/3/13
Required Adequate Public Facility No
Relocation Impact None
Status Final Design Stage

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	3,800	1,207	0	2,593	1,070	791	532	200	0	0	0
Land	9,644	9,644	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5,490	18	0	5,472	827	2,563	2,082	0	0	0	0
Construction	17,448	12	189	17,247	400	6,845	8,141	1,861	0	0	0
Other	1,496	15	0	1,481	0	0	344	1,137	0	0	0
Total	37,878	10,896	189	26,793	2,297	10,199	11,099	3,198	0	0	0

FUNDING SCHEDULE (\$000s)											
G.O. Bonds	36,536	9,554	189	26,793	2,297	10,199	11,099	3,198	0	0	0
PAYGO	1,342	1,342	0	0	0	0	0	0	0	0	0
Total	37,878	10,896	189	26,793	2,297	10,199	11,099	3,198	0	0	0

OPERATING BUDGET IMPACT (\$000s)											
Energy				377	0	0	0	75	151	151	
Maintenance				355	0	0	0	111	122	122	
Program-Staff				465	0	0	0	155	155	155	
Program-Other				369	0	0	0	123	123	123	
Net Impact				1,566	0	0	0	464	551	551	
Full Time Equivalent (FTE)					0.0	0.0	0.0	3.6	3.6	3.6	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	785
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		35,147
Expenditure / Encumbrances		10,913
Unencumbered Balance		24,234

Date First Appropriation	FY 05	
First Cost Estimate		
Current Scope	FY 13	37,878
Last FY's Cost Estimate		37,878

Description

This project provides for the planning, design and construction of a 33,000 net square foot community recreation center and associated site of approximately 17 acres. The building will include typical elements, such as, a gymnasium, exercise room, social hall, kitchen, senior/community lounge, arts/kiln room, game room, vending space, conference room, offices, lobby, rest rooms, and storage space.

Estimated Schedule

Design has been completed. Building permit was filed in September 2012. Due to fiscal constraints, the project has been delayed for four months, with construction scheduled to start in Fall/Winter 2013.

Justification

This region has no existing community recreation center facility. The Department of Recreation Facility Development Plan (FY97-10) has identified the need for a community center to serve this region. The July 1998 Park Recreation and Program Open Space Master Plan prepared by M-NCPPC has also identified the development of a community recreation facility to serve the Potomac-Travilah planning area as a key community concern. Project preliminary design was completed in the Facility Planning: MCG project, prior to the establishment of this stand-alone project.

Disclosures

A pedestrian impact analysis will be performed during design or is in progress.

Coordination

Department of General Services, Department of Technology Services, Department of Recreation, M-NCPPC, Department of Permitting Services, WSSC, PEPCO, Washington Gas, Upcounty Regional Services Center. Special Capital Projects Legislation [Bill No. 20-12] was adopted by Council June 26, 2012.

Facility Planning: Storm Drains (P508180)

Category Conservation of Natural Resources
 Sub Category Storm Drains
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 5/3/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	5,615	4,004	31	1,580	250	250	250	250	290	290	0
Land	128	128	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	37	37	0	0	0	0	0	0	0	0	0
Other	4	4	0	0	0	0	0	0	0	0	0
Total	5,784	4,173	31	1,580	250	250	250	250	290	290	0

FUNDING SCHEDULE (\$000s)											
Current Revenue: General	4,103	4,072	31	0	0	0	0	0	0	0	0
G.O. Bonds	101	101	0	0	0	0	0	0	0	0	0
Water Quality Protection Charge	1,580	0	0	1,580	250	250	250	250	290	290	0
Total	5,784	4,173	31	1,580	250	250	250	250	290	290	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	250
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,454
Expenditure / Encumbrances		4,197
Unencumbered Balance		257

Date First Appropriation	FY 81
First Cost Estimate	
Current Scope	FY 13 5,784
Last FY's Cost Estimate	5,784
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This project provides for the investigation and analysis of various storm drainage assistance requests initiated by private citizens and public agencies. These requests are related to the design, construction, and operation of public drainage facilities where flooding and erosion occur. This project includes expenditures for the preliminary and final design and land acquisition for storm drain projects prior to inclusion in the Storm Drain General project, or as a stand-alone project in the CIP. Prior to its inclusion in the CIP, the Department of Transportation (DOT) will conduct a feasibility study to determine the general and specific features required for the project. Candidate projects currently are evaluated from the Drainage Assistance Request list. As part of the facility planning process, DOT considers citizen and public agency requests and undertakes a comprehensive analysis of storm drainage issues and problems being experienced in the County. This analysis is used to select areas where a comprehensive long-term plan for the remediation of a problem may be required. No construction activities are performed in this project. When a design is 35 percent complete, an evaluation is performed to determine if right-of-way is needed. Based on the need for right-of-way, the project may proceed to final design and the preparation of right-of-way plats under this project. The cost of right-of-way acquisition will be charged to the Advanced Land Acquisition Revolving Fund (ALARF). When designs are complete, projects with a construction cost under \$500,000 will be constructed in the Storm Drain General project. Projects with a construction cost over \$500,000 will be constructed in stand-alone projects.

Capacity

Projects will be designed to accommodate the ten year storm frequency interval.

Cost Change

Increase due to the addition of FY17-18 and overhead costs to this on-going level of effort project.

Justification

Evaluation, justification, and cost-benefit analysis are completed by DOT as necessary. In the case of participation projects, the preparation of drainage studies and preliminary plans will be prepared by the requestor's engineer and reviewed by DOT. A review of impacts to pedestrians, bicyclists, and ADA (Americans with Disabilities Act of 1991) is being performed and addressed for each subproject in this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

Other

Before being added as a sub-project, concept studies are evaluated based on the following factors: public safety, damage to private property, frequency of event, damage to public right-of-way, environmental factors such as erosion, general public benefit, availability of right-of-way and 5:1 cost benefit ratio. In the case of public safety or severe damage to private property, the 5:1 cost benefit damage prevented ratio can be waived. Drainage assistance requests are evaluated on a continuing basis in response to public requests. DOT maintains a database of complaints. Construction projects completed: Aberdeen Place, Mississippi Avenue, Woodside Parkway, Manchester Road at Bradford Road, Hermitage Avenue, Renwood Lane, Fireside Drive, Burnt Mills Hills. Candidate projects for FY13-14: Meadowood Drive.

Fiscal Note

Funding switch from General Fund to Water Quality Protection Charge in FY13-18.

Disclosures

Facility Planning: Storm Drains (P508180)

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

Coordination

Montgomery County Department of Environmental Protection, Maryland-National Capital Park and Planning Commission, Maryland Department of the Environment, United States Army Corps of Engineers, Montgomery County Department of Permitting Services, Utility Companies, Annual Sidewalk Program (CIP No. 506747)

SM Retrofit - Government Facilities (P800900)

Category Conservation of Natural Resources
 Sub Category Stormwater Management
 Administering Agency Environmental Protection (AAGE07)
 Planning Area Countywide

Date Last Modified 1/8/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
EXPENDITURE SCHEDULE (\$000s)											
Planning, Design and Supervision	9,595	3,189	596	5,810	705	965	1,035	1,035	1,035	1,035	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	47	47	0	0	0	0	0	0	0	0	0
Construction	16,334	2,175	3,544	10,615	420	1,935	2,065	2,065	2,065	2,065	0
Other	6	6	0	0	0	0	0	0	0	0	0
Total	25,982	5,417	4,140	16,425	1,125	2,900	3,100	3,100	3,100	3,100	0

FUNDING SCHEDULE (\$000s)											
State Aid	5,000	0	0	5,000	0	1,000	1,000	1,000	1,000	1,000	0
Water Quality Protection Bonds	19,800	4,235	4,140	11,425	1,125	1,900	2,100	2,100	2,100	2,100	0
Water Quality Protection Charge	1,182	1,182	0	0	0	0	0	0	0	0	0
Total	25,982	5,417	4,140	16,425	1,125	2,900	3,100	3,100	3,100	3,100	0

OPERATING BUDGET IMPACT (\$000s)											
Maintenance				123	0	1	6	21	36	59	
Net Impact				123	0	1	6	21	36	59	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,900
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		10,662
Expenditure / Encumbrances		8,339
Unencumbered Balance		2,343

Date First Appropriation	FY 09	
First Cost Estimate		
Current Scope	FY 14	25,982
Last FY's Cost Estimate		26,982
Partial Closeout Thru		0
New Partial Closeout		0
Total Partial Closeout		0

Description

This project provides for the design and construction of Environmental Site Design (ESD)/Low Impact Development (LID) stormwater management devices at County facilities such as buildings, parking garages, and parking lots constructed prior to modern stormwater management controls. ESD/LID stormwater devices include: Green Roofs, bioretention areas, tree box inlets, porous concrete and other types of devices that promote water filtering and groundwater recharge. Implementing new stormwater devices in developed areas built with inadequate or no stormwater control is required in the County's Municipal Separate Storm Sewer System (MS4) Permit as detailed in the Montgomery County Coordinated Implementation Strategy (CCIS). The Department of Environmental Protection (DEP) in coordination with the Department of General Services (DGS) has identified candidate CIP projects that will be implemented jointly.

Cost Change

State Aid funding level reflects current work agreement with the Maryland Department of Natural Resources.

Justification

This project supports the requirements of the County's MS4 permit and addresses the goals of the Chesapeake Bay tributary strategy initiatives, and the County's adopted water quality goals (Chapter 19, Article IV), which require that the County provide stormwater controls for 20 percent of impervious surfaces not currently treated to the maximum extent practicable, with an emphasis, where possible, on the use of LID/ESD devices.

Projects in the design and construction queue include one project located in the Rock Creek Watershed, one project located in the Muddy Branch Watershed, three projects located in the Great Seneca Creek Watershed, one project located in the Patuxent River Watershed, one project located in the Cabin John Creek Watershed, and four projects located in the Anacostia River Watershed.

Fiscal Note

In FY13, the SM Retrofit - Government Facilities project was separated into three CIP projects: SM Retrofit - Government Facilities (No. 800900), SM Retrofit - Roads (No. 801300) and SM Retrofit - Schools (No. 801301).

Disclosures

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Department of General Services, Maryland-National Capital Park and Planning Commission, Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources

Storm Drain Culvert Replacement (P501470)

Category Conservation of Natural Resources
 Sub Category Storm Drains
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 1/8/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	945	0	0	945	0	225	180	180	180	180	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	5,355	0	0	5,355	0	1,275	1,020	1,020	1,020	1,020	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	6,300	0	0	6,300	0	1,500	1,200	1,200	1,200	1,200	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	6,300	0	0	6,300	0	1,500	1,200	1,200	1,200	1,200	0
Total	6,300	0	0	6,300	0	1,500	1,200	1,200	1,200	1,200	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	1,500
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation	FY 14
First Cost Estimate	
Current Scope	FY 14
Last FY's Cost Estimate	0
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

Description

This program will provide for the replacement of failed storm drain pipes and culverts. The County's storm drain infrastructure is aging and many of the metal pipe culverts installed from 1960 through the 1990's have reached the end of their service life. Currently no asset inventory with condition assessment exists; therefore no funding is programmed for systematic replacement of these pipes and culverts. This program will provide for emergency culvert replacement and provide for funding to assist in the development of an asset inventory program to better forecast future replacement needs. This program includes; storm water pipe and culvert replacement of both metal and concrete less than six (6) feet in roadway longitudinal length (structures greater than six feet roadway longitudinal length are repaired under the Bridge Renovation Program, CIP#509753), headwalls, end sections, replacement, or extension of culverts to assure positive flow of storm water and channeling of storm water into existing ditch lines or structures. Repairs also include roadside pipe and culvert end treatment safety improvements to eliminate safety hazards. This project will not make major changes to the location or size of existing storm drainage structures.

Cost Change

This is a new project for FY14.

Justification

This program will address emergency pipe replacements of aging metal and concrete pipes that have reached the end of their service life. The result of these pipe failures has been deep depressions, sinkholes, sediment build up, open pipe joints and metal pipe inverts to an unacceptable levels. Existing storm drain conditions are extremely poor. Repairs are need to improve safety and reduce the potential for hazards and associated public inconvenience. Failure of a storm drain pipe will precipitate emergency repairs at much higher prices. Further, this program will provide some funding towards the development of an asset inventory of the storm drain system including pipe and culvert conditions for future funding forecasting.

Disclosures

Expenditures will continue indefinitely.

Coordination

Washington Suburban Sanitary Commission, Washington Gas Company, Department of Permitting Services, Pepco, Cable TV, Verizon, Montgomery County Public Schools, Regional Service Centers, Community Associations, Commission on People With Disabilities, Maryland Department of Environment, Montgomery County Department of Environmental Protection, Army Corps of Engineers

PART III: CAPITAL IMPROVEMENTS PROJECTS TO BE CLOSED OUT

The following capital projects are closed out effective July 1, 2013, and the appropriation for each project is decreased by the amount of the project's unencumbered balance.

Project Title (Project #)

Glen Echo Park (P500004)
Moneysworth Farm Reuse (P500122)
Indoor Air Quality Improvements Bldg. H (P500303)
EOB & JC Emergency Power System Upgrade (P500706)
Multi-Agency Driver Training Facility (P509915)
West Germantown Fire Station (P450102)
Burtonsville Fire Station Addition (P450304)
Veh. Exhaust Systems: Fire Stns (P459612)
Fairland Road Improvement (P500402)
Quince Orchard Road (P500502)
Robey Road (P509274)
Briggs Chaney Road East of US 29 (P509942)
Old Columbia Pike Phase 1, 2, & 3 (P509953)
Germantown Road Extended (P509954)
MAC Diving Tower Replacement (P720702)
Gaithersburg Aquatic Center (P720703)
Silver Spring Metrorail Station South Entrance (P500725)

**PART IV: CAPITAL IMPROVEMENT PROJECTS:
PARTIAL CLOSE OUT**

Partial close out of the following capital projects is effective June 30, 2013

Project Title (Project #)	Amt (In \$000)
Energy Conservation: MCG (P507834)	25
Roof Replacement: MCG (P508331)	73
Asbestos Abatement: MCG (P508728)	97
HVAC/Elec Replacement: MCG (P508941)	262
Planned Lifecycle Asset Replacement: MCG (P509514)	183
Resurfacing: Fire Stations (P458429)	11
Roof Replacement: Fire Stations (P458629)	473
HVAC/Elec Replacement: Fire Stns (P458756)	44
Public Facilities Roads (P507310)	24
Subdivision Roads Participation (P508000)	358
Transportation Improvements For Schools (P509036)	95
Bridge Renovation (P509753)	621
Sidewalk Program – Minor Projects (P506747)	2,724
Bikeway Program – Minor Projects (P507596)	428
ADA Compliance: Transportation (P509325)	1,859
Intersection and Spot Improvements (P507017)	1,504
Streetlighting (P507055)	909
Traffic Signals (P507154)	4,974
Guardrail Projects (P508113)	201
Silver Spring Traffic Improvements (P508716)	1,379
Neighborhood Traffic Calming (P509523)	243
Pkg Sil Spg Fac Renovations (P508250)	5,596
Pkg Beth Fac Renovations (P508255)	1,581
Pkg Wheaton Fac Renovations (P509709)	12
Bus Stop Improvements (P507658)	1,627
Sidewalk & Infrastructure Revitalization (P508182)	6,203
Resurfacing: Primary/Arterial (P508527)	7,387
Public Arts Trust (P729658)	56
Misc Stream Valley Improvements (P807359)	1,687
SM Retrofit: Countywide (P808726)	2,868
Ag Land Pres Easements (P788911)	2,881
